

CREAM!
RICH
THICK
CREAM
See Advertisement
Last Page.

Hongkong Daily Press.

ON SALE
THE
DIRECTOR & CHRONICLE
FOR 1913.
Complete Edition ... \$10.00
Smaller " " ... 6.00
Order now direct, or from the
Agents in all the Foreign
Settlements throughout the Far
East.

No. 17,277. 號七十七百二千七第 日八十月八年丑癸 HONGKONG, THURSDAY, SEPTEMBER 18TH, 1913. 四拜禮 號八十月九年二國民華中 PRICE, \$3 PER MONTH.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY.
PORTLAND CEMENT.
In Casks 375 lbs. net.
In Bags 250 lbs. net.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 9th June, 1913. [789]



NETSU BISHI GOSHI KWAISHA
(NETSU BISHI CO.)
COAL DEPARTMENT

SOLE PROPRIETORS OF TAKASIMA,
OCHI, MUTABE, YOSHINOTANI,
KOHIDAKE, HOJO, KANADA,
NAMAZUTA, SANO, SHINNEW
AND KAMAYAMADA Collieries.
AGENTS FOR
SAKITO AND OYUBARI Coals.

HEAD OFFICE: MARUNOUCHI,
TOKYO.

BRANCH OFFICES: NAGASAKI,
MOJI, KARATSU, WAKAMATSU,
OTARU, MURORAN, KOBE, OSAKA,
TOKYO, YOKOHAMA, NAGOYA,
SHANGHAI, HONGKONG, HANKOW.

Cable Address for above: "IWASAKI."
Codes: A1, A.B.C. 5th Ed., Western Union.

AGENTS: CHINKIANG—Messrs. GEORGE & Co.
MANILA—Messrs. MACDONALD & Co.
SINGAPORE—Messrs. BORNES & Co., Ltd.
For Particulars, apply to—
K. KATO,
Manager,
No. 2, Pedder Street, Hongkong.
Hongkong, 24th April, 1913. [609]

SIEN TING.

SURGEON DENTIST.
No. 10, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st March, 1913. [480]

NEW CARTRIDGES.

BY popular English Manufacturers. In
all Bore and Sizes.
SMOKELESS POWDERS AND CHILLED
SHOT. From No. 10 to SSG. at \$6, \$7
and \$7.50 per 100. **SPORTING REQUIS-**
ITES AND AIRY GUNS in Variety.

Inspection Invited.

W. SCHMIDT & Co.

Hongkong, 17th April, 1913. [589]

SINGON & CO.

ESTABLISHED A.D. 1880.

IRON, Steel, Metal and Hardware Mer-
chants, Wholesale and Retail Iron-
mongers, Pig Iron and Foundry Coke
Importers, General Storekeepers and Ship-
chandlers. Nos. 35 and 37, HING LOONG
STREET (2nd St. West of Central Market).
Telephone No. 515. [56]

PEAK TRAMWAY COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.	
7.00 a.m. to 8.00 a.m.	Every 15 minutes.
8.00 " " 10.00 " "	" " 10 "
10.00 " " 11.00 " "	" " 15 "
11.30 " " 12.45 p.m.	" " 15 "
12.45 p.m. " 1.15 " "	" " 10 "
1.15 " " 1.45 " "	" " 15 "
1.45 " " 2.15 " "	" " 10 "
2.15 " " 5.00 " "	" " 15 "
5.00 " " 8.10 " "	" " 10 "

NIGHT CARS.
8.50 p.m. and 9.00 p.m. 9.30 to 11.00 p.m.
Every Half-Hour.
11.00 p.m. to 11.45 p.m.
Every Quarter-Hour.

SUNDAYS.	
8.00 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 " " 11.00 " "	" " 10 "
11.45 " " 12.00 noon " "	" " 15 "
12.00 noon " 1.00 p.m. " "	" " 10 "
1.00 p.m. " 5.00 " "	" " 15 "
5.00 " " 6.00 " "	" " 10 "
6.00 " " 7.00 " "	" " 15 "
7.00 " " 8.10 " "	" " 10 "

NIGHT CARS as on Week Days.
Extra Car at 12 Midnight.

SPECIAL CARS by arrangement at
the Company's Office, Alexandra Buildings,
Des Vaux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1913. [525]

A CHOICE SELECTION:

FRY'S KING GEORGE V.

AND

QUEEN MARY CHOCOLATES.

CADBURY'S IMPERIAL CHOCOLATES.

A SPECIALITY:

FRESH HOME-MADE CHOCOLATES.

WEISMANN, LIMITED.

SOUTH

MANCHURIA RAILWAY.

**SHORTEST AND QUICKEST ROUTE BETWEEN
THE FAR EAST AND EUROPE, VIA DAIREN.**

TIME TABLE TO APRIL 30TH, 1914.

THURICE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped
Sleeping, Dining, and First-Class Cars, is operated between Dairen and Changchun
in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct
Mail Steamer Service by the s.s. **KORE MARU** and **SAKAKI MARU** (each Equipped with
Wireless Telegraph) as follows—

NORTH BOUND.

1st Class Fares	Shanghai (Steamer) ...Lv.	Forenoon	Mon.	Wed.	Wed.
\$ 40.00	Dairen (S.M.R. Train) ...Lv.	3.20 p.m.	Mon.	Wed.	Fri.
Y 14.95	Mukden (") ...Lv.	11.25 " "	" "	" "	Sat.
Y 11.50	Changchun (") ...Lv.	11.50 " "	" "	" "	" "
R 9.60	Harbin (Russian Train) ...Lv.	6.50 a.m.	Tues.	Thurs.	Sun.
	Shanghai (") ...Lv.	2.00 p.m.	" "	" "	" "

Connecting at Harbin with { State Express from Moscow, Wagon-Lits from Moscow, State Express for St. Petersburg }

SOUTH BOUND.

		Connecting at Harbin with		{ State Express from St. Pet'g.	{ State Express from Moscow	Wagon Units from Moscow
R 9.60	{	Harbin (Russian Train) ..Lv.	* 10 a.m.	Mon.	Wed.	Fri.
		Changchun (S.M.R. Train) ..Lv.	6.50 ..	"	"	"
Y 11.50	{	Makden (") ..Lv.	7.00 ..	"	"	"
		Dairen (") ..Lv.	1.50 p.m.	"	"	"
Y 14.95	{	Shanghai (Steamer) ..Lv.	2.10 ..	"	"	"
		Shanghai (") ..Lv.	10.30 ..	"	"	"
Y 40.00	{	Shanghai (") ..Lv.	Noon.	Thurs.	Sat.	Mon.
		Shanghai (") ..Lv.	Forenoon	—	—	—

* Russian Train Time is 23 minutes faster than the S.M.R. Time.

The above fares do not include the Sleeping Car Supplement and Express Extra Fee.
THE "SAKAKI MARU."—This vessel, which leaves Shanghai every Monday
and connects with the Wagon-Lits service on the Trans-Siberian Railway, is a new Turbine
Steamer of 3,450 tons specially built for the Shanghai-Dairen Line. She has a speed of 19
knots per hour, and is fitted with every up-to-date appliance for comfort, safety, and conveni-
ence. Accommodation: 89 First-Class (including 4 special cabins and 3 family cabins), 29
Second-Class, and 164 Third-Class. First voyage from Shanghai, August 18th.
MUKDEN-ANTUNG LINE.—MANCHURIA-CHONGCHING SERVICE.
Thrice-Weekly Express Service between Changchun and Fusan without change, establishing
direct link between the Trans-Siberian Express Service and the Imperial Japanese Govern-
ment Ferry and Railway Service, reducing the journey between Manchuria and Japan by
nearly two days and diminishing the sea-voyage to a few hours; also connecting Peking and
Tokyo by rail with the exception of the short passage between Fusan and Shimoda.
London to Tokyo in 13 1/2 days; Peking to Tokyo in 4 1/2 days.

RAILWAY HOTELS.—YAMATO HOTEL (Tel. Add: "Yamato"). At
Dairen, Port Arthur, Mukden, Changchun, and Hsiching (the finest sea-side resort in
North China), all under the Company's management.
TICKET AGENTS.—The Company's Railway and Steamer Tickets are obtainable
at all the Agencies of the INTERNATIONAL SLEEPING CAR & EXPRESS TRAINS CO.;
Messrs. THOR, COOK & SON; REISENBUREAU DER HAMBURG-AMERICA LINE; the
NORDDEUTSCHER REISEBUREAU; and the NIPPON YUSEN KAISHA, Shanghai; from whom
all information, time-tables, pictorial guide-books, etc., can be obtained free, or direct from the
SOUTH MANCHURIA RAILWAY CO.
Tel. Add: "MANCHURIA." Codes: A.B.C. 5th Ed., A1, and Lieber's.

FUSHUN COAL

THE BEST STEAMING COAL IN THE FAR EAST.

Fresh stocks always on hand at Dairen, Port Arthur, Newchwang, and Tientsin Depots,
and also at Chefoo, Shanghai, Hongkong, Singapore, and Penang.

MINING DEPARTMENT.

SOUTH MANCHURIA RAILWAY CO., DAIREN.

[281]

BREWER & CO.,

PEDDER STREET—(Adjoining Hongkong Hotel Main Entrance)

TELEPHONE No. 696.

Expatriation, by E. Phillips Oppenheim ... \$1.75	Mrs. Murphy, by Barry Pain ... 80
The Cottage in the China, by Headon ... 1.75	The Head Lad, by Nat Gould ... 80
Hill ... 1.75	Pansy Meares, by H. W. C. Newte ... 80
The Hour Glass Mystery, by Headon ... 1.75	Pale Amethyst, by N. Gascoigne ... 80
Hill ... 1.75	Boy, by Marie Corelli ... 80
Brave Brigands, by May Wynne ... 1.75	Furze the Cruel, by John Trevena ... 80
The Second Chance, by Paul Trent ... 1.75	
The Thirtieth Guest, by Fergus Hume ... 1.75	

Large Selection of New Sixpenny Novels

4 for \$1.00

[926]

KUPPER

KUPPER

KUPPER

THE BEST BOTTLED LAGER BEER.

Obtainable—

SOLE AGENTS:

CALDBECK, MACGREGOR & CO.

(ESTABLISHED 1864.)

[25]

WASHABLE DISTEMPER PAINT

"SYNOLEO."

Requires only the addition of cold water to be ready for use.

Absolutely dependable in its results.

MANY ARTISTIC TINTS STOCKED IN HONGKONG.

PARTICULARS OBTAINABLE ON APPLICATION TO THE MAKERS:

WILKINSON, HEYWOOD & CLARK, LD.

INCORPORATED IN THE UNITED KINGDOM.

(Proprietors of DAVID STORER & SONS.)

LONDON AND LIVERPOOL.

HONGKONG OFFICE, ALEXANDRA BUILDING.

897-4]

KELLY & WALSH, LTD.

NEW BOOKS.

Some Aspects of Chinese Music, C. P. Green ... \$ 2.00	Myths of Mexico and Peru, Lewis Spence ... 6.00
Fletcherism, What it is or How I became Young at Sixty, Horace Fletcher ... 2.00	A Mainsail Haul, John Masefield ... 2.75
The Dickens Reciter ... 2.75	Jane's Fighting Ships 1913 ... 10.00
The Japanese Fairy Book, Mrs. Ozaki ... 2.75	My Methods of Boxing, George Carpenter ... 2.00
Little Wars, A Book for Boys, H. G. Wells ... 2.00	The Early Life of Mark Rutherford, W. Hale White ... 2.00
The North Sea Problem, P. A. Hissam ... 80	The Efficient Age, A Philosophy of Hope, Herbert Kaufman ... 1.60
New Letters of an Idle Man, H. Jackson Warner ... 6.00	

TECHNOLOGY.

Common Diseases, Dr. Woods Hutchinson ... 4.50	Dynamors for Lighting Motor Cars, M. A. Codd ... 2.00
Cancer of the Breast, C. B. Lockwood ... 8.00	Mining and Mining Machinery, Sydney F. Walker ... 80

FICTION (Cloth Binding).

Mr. Whybrow's Princess, H. C. Rowe ... \$ 2.50	Knockinscree Days, J. C. Jackson ... 4.00
By the Open Sea, A. Strindberg ... 2.50	The Road of Living Men, W. L. Comfort ... 2.50

COLONIAL LIBRARY.

\$1.75 each, 3 for \$5.00.

Sandy Married, Dorothy Conyers.	The Regent, Arnold Bennett.
November Joe, Hesketh Pritchard.	The Opening Door, Justus Forman.
The Second Class Passenger, Percival Gibbon.	The Secret Cargo, J. S. Fletcher.
The Gull Mystery, F. Frost.	The Girl of the Golden Gate, W. B. Meloney.

[23]



MITSU BISHI DOCKYARD AND ENGINE WORKS.

A1, A.B.C., Western Union, Engineering and Bentley's Complete Phrase Codes used.

Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.

Manufacturers of Contrails Auxiliary Machinery, Weir's Auxiliary Machinery, Stone's Manganese Bronze, Pulsometer and Engineering Co.'s Refrigerating Plants and Parsons' Steam Turbines, etc., etc.

AT NAGASAKI—Telegraphic Address: "DOCK," NAGASAKI.

	Length on Keel-Blocks.	Breadth at Entrance on Bottom.	Depth of Water on Keel-Blocks.
3 Dry Docks { No. 1	510 ft.	77 ft.	26 ft.
{ No. 2	350 ft.	58 ft.	24 ft.
{ No. 3	714 ft.	88 ft.	34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.

The Salvage Steamer "OURA MARU," 716 tons and 12 knots speed, is always ready at short notice.

1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA MARU," 716 tons and 12 knots speed, is always ready at short notice.

AT KOBE—Telegraphic Address: "WADADOCK," KOBE.

	No. 1	No. 2
Lifting Power	7,000 Tons.	12,000 Tons.
Max. Length of Ship taken in	460 Feet.	580 Feet.
Max. Breadth " " "	56 "	66 "
Max. Draft " " "	22 "	26 "

The Salvage Steamer "ARIMA MARU," pumping capacity per hour 2,000 tons.

Floating Sheerlegs, capable of lifting 40 tons weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION.

28th May, 1913.

[720]

HOTELS

HONGKONG HOTEL.

Recently Refurnished and Redecorated
Large Airy Public Rooms.
Electric Lighting, Lifts and Fans.
Suites de Luxe.
Bedrooms with European Bath and
Lavatory attached.
Perfect Sanitation.
A LA CARTE GRILL ROOM.
J. H. TAGGART, Manager

KING EDWARD HOTEL.

CENTRAL LOCATION.

All Electric Trams Pass Entrance
One Minute's Walk from Ferry.
Telephones on All Floors.
Electric Lifts, Fans and Lighting.
European Baths and Sanitary Fittings.
Hot and Cold Water System Throughout.
Best of Food and Service.
Hotel Launch Meets All Steamers.
Telephone No. 373.
Tel. Address: "VICTORIA."
R. H. NORTH,
Manager.

GRAND HOTEL.

QUEEN'S ROAD CENTRAL.

A FIRST CLASS AND UP-TO-DATE
HOTEL.

ENTIRELY UNDER EUROPEAN MANAGEMENT.
THIS HOTEL has recently been thoroughly
renovated, extensively enlarged, and
is now luxurious, y furnished and up-to-date
in every respect, situated in the most central
position. Large and Airy Rooms, Hot, Cold,
and Shower Baths, Electric Light Throughout
and Fans. Large and Comfortable Lounge,
Private and Public Bars and Billiard Rooms.
CUISINE ENTIRELY UNDER EURO-
PEAN SUPERVISION, Sanitary Arrange-
ments of the latest, HOTEL LAUNCH
MEETS ALL STEAMERS. Monthly Rates
for Tiffin and Dinner. Special Rates for
married families on application to
FREDERICK REICHMANN,
Proprietor.

(Late Manager of J. H. LYONS (Troadero),
leading Caterers in London, and
GRAND ORIENTAL HOTEL, Colombo.)
Telephone No. 197.
TELEGRAPHIC ADDRESS: "COMFORT,"
Hongkong.

PEAK HOTEL.

1,400 FEET ABOVE SEA-LEVEL.
FIRST-CLASS RESIDENTIAL and
TOURIST HOTEL. Unrivalled for
Comfort, Health and Convenience, Telephones
in Every Room, prompt connection main-
tained by six lines to Central.
Fifteen Minutes from Principal Landing
Stage. Moderate Tariff and Excellent
Cuisine, Roof Garden and Social Rooms,
European Runner meets Steamers.
P. O. PEUSTER,
Manager.

"BRAESIDE."

PRIVATE HOTEL.

STANDING in its own grounds, with
Tennis and Croquet Lawns, Large
Airy and Well Furnished Rooms, every home
comfort. Fine View of the Harbour.
Apply to—
Mrs. F. W. WATTS,
"Braeside," 20, Macdonnell Road.

VICTORIA HOTEL

SHAMEN—CANTON.

Telegraphic Address: "VICTORIA, SHAMEN."
SITUATED ON THE BRITISH CONCESSION.

MACAO HOTEL

MACAO.

Telegraphic Address: "FARMER, MACAO."
SITUATED IN THE CENTRE OF PRAYA GRANDE.
Both Hotels electrically lighted, and under
experienced European Supervision.
GUIDES AND CHAUFFERS PROVIDED.
Every Information and Special Attention
given to Tourists.

REASONABLE RATES.

WM. FARMER,
Proprietor.

[1025]

A LING & CO..

19, QUEEN'S ROAD CENTRAL.

**FURNITURE AND PHOTO GOODS
STORE.**
Photographic Goods of Every Description
in Stock.

Developing, Printing and Enlarging.
Canton Marbles in Various Shades.
Telephone 1219.

Hongkong, 16th April, 1913.

[646]

INTIMATIONS



AT THE WELCOME DINNER

of the

MEDICAL CONGRESS

held in London on the 6th ultimo, at the RITZ HOTEL.

CHAMPAGNE

DE ST. MARCEAUX.

1906 VINTAGE, WAS THE ONLY CHAMPAGNE ON THE MENU.

CHAMPAGNE

DE ST. MARCEAUX & Co.,

REIMS,

IS A GUARANTEED VINTAGE

WINE.

It is the most Popular Wine in England and Europe today and invariably figures on the menus of Banquets, Dinners, and Suppers given by Ruling Monarchs, Ministers of State, Merchant Guilds, Sporting Clubs, etc., etc.

CHAMPAGNE

DE ST. MARCEAUX & Co.,

VIN BRUT AND VERY DRY.

PRICE PER CASE } 1 doz. Qts. \$57.00
INCLUDING DUTY, } 2 " " \$59.00

SOLE AGENTS:

A. S. WATSON & CO., LTD.,

WINE & SPIRIT MERCHANTS. HONGKONG.

NOTICE TO CORRESPONDENTS.

Only communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.

Telegraphic Address: PRESS.
Codes: A.B.C. 6th Ed. Lieber.
P.O. Box, 34. Telephone No. 12.

HONGKONG OFFICE: 10A, DES VŒUX ROAD.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 18th, 1913.

APPARENTLY the account between Japan and China is not entirely settled yet. The Chinese Government without undue delay acquiesced in the demand for an apology for the murder of Japanese subjects by Chinese Government troops at Nanking, as well as for insults offered to Japanese officers at certain other places in China. Not only did the Chinese Government express its regret to the Japanese Ambassador, but promised further that General CHANG Hsueh should apologise to the Japanese Consul at Nanking; that General LI YUAN HUNG (Vice-President) should apologise to the Consul at Hankow; and that the Tutuh of Chihli should similarly make apologies to the Japanese Consul at Tientsin. Moreover, in the case of the persons murdered, the Chinese Government consented to pay compensation to the bereaved families. Having regard to the whole of the circumstances, this has seemed a sufficient humiliation for China, but it now transpires that in connection with the Nanking murders Japan has made the dismissal of General CHANG Hsueh a *sine qua non* of the settlement. This is the bitterest pill of all for the Central Government to swallow. It has just heaped upon General CHANG Hsueh honours for his successful siege of Nanking, and has made him Tutuh of the Province. His dismissal at the present time, at Japan's dictation, seems likely to provoke renewed trouble in the Yangtze. The Japanese Government evidently fears this and has despatched two cruisers and a

squadron of destroyers to Nanking "in anticipation of further outrages." Insistence upon the dismissal of General CHANG Hsueh at the present time seems a grave mistake, if the restoration of peace and order in the Yangtze regions is desired. CHANG's humiliation cannot possibly make for peace, and we should not be surprised if his dismissal were followed by a rekindling of the blaze of rebellion there. We can only hope that a renewal of the disturbances will be avoided. A Japanese paper has suggested that the Government of Japan has fully and freely discussed the situation with the British Government, and it was assumed that Japan had been restrained by her ally from taking the more drastic step that the *vox populi* in Japan has been demanding. We much doubt the statement, because, in the first place, the situation is not such an one as the Treaty of Alliance contemplates in the provision for full and frank communication between the allies. The interests the Alliance was formed to protect were, (a) the consolidation and maintenance of the general peace of the regions of Eastern Asia and India; and (b) the preservation of the common interests of the Powers in China by insuring the independence and integrity of China and the principle of equal opportunities for the commerce and industry of all nations in China; and (c) the maintenance of the territorial rights of the high contracting parties in the regions of Eastern Asia and of India, and the defence of their special interests in those regions. None of these rights and interests are in jeopardy at the present time and consequently there has been no occasion for a full and frank exchange of views between the Allies. The matter of securing redress for outrages committed on Japanese subjects is one for the Government of Japan to deal with alone; but still in a way which pays regard to the general interests of the foreign Powers in China. The opinion of the British Government and the British people was probably accurately represented by *The Times* quite recently when it expressed the hope that the Japanese demand for reparation would be less violent than a naval demonstration, which would probably cause the downfall of YUAN SHIH-KAI. The problem confronting Japan in China is identical with that of the rest of the Powers, whose interest it is to restore a strong Government in the Republic "for which YUAN SHIH-KAI is best qualified," wrote *The Times*, "though the methods he employs are unfortunate." With this statement there will be general agreement, and it is to be hoped that the naval demonstration Japan appears to be making in the Yangtze will not have the untoward result feared by *The Times*.

It was intended to have played the interport polo match yesterday, but owing to the rain it had to be postponed.

The typhoon after passing the Pratas early yesterday morning curved northward, and has probably entered the coast between Swatow and Amoy.

Mr. G. N. Orme, Second Police Magistrate, will depart to-day by the German mail steamer for Home on twelve months' leave. Mr. J. R. Wood returned yesterday by the *Gneisenau*, and will resume his seat on the Bench.

There are only three cases on the list for the September Criminal Sessions, which open at the Supreme Court this morning. The prisoners to be arraigned are, Ho Sang, on a charge of kidnapping; Lok Kwai, on a charge of manslaughter; and Lo Chim, on a charge of murder.

We understand that notice of appeal has been filed against the decision of Mr. G. N. Orme, Second Magistrate, in the case in which Mr. G. L. Duncan, of Messrs. MacEwen, Frickel & Co., was convicted of being in unlawful possession of 18lbs. of morphine and 519 ounces of cocaine, and fined \$2,000 on each charge.

The water police have been informed by the coxswain of the steam launch *Hoi Hing* that on Monday night, at about 10 o'clock, he was steaming off Blackhead's Point when the steam launch *Atlanta* collided with his launch. The *Atlanta* sank alongside Holt's Wharf, but the damage to the *Hoi Hing* was only slight.

A German named Joseph Jolitto appeared before Mr. F. A. Hazeland at the Magistracy yesterday afternoon under the Foreign Offenders' Detention Amendment Ordinance of 1911. The defendant received a sentence of imprisonment in Rabaul, New Guinea, and he has to serve the term in Germany. The Magistrate granted an application made by Chief Detective Inspector Collett for the detention of the man until the arrival of the next homeward-bound German mail steamer.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

CHINA ACCEPTS ALL JAPAN'S DEMANDS.

Tokyo, September 17th.

The *Fiji's* Peking correspondent states that in compliance with a request from Tokyo, made through Mr. Yamaza, the Japanese Ambassador, the Chinese Government yesterday amended ambiguous points in its Reply to Japan's demands.

Thus China has formally accepted all the demands made.

[THROUGH REUTERS' AGENCY.]

CHINA AND JAPAN.

ADDITIONAL JAPANESE DESTROYERS PROCEED TO NANKING.

Tokyo, September 17th.

In addition to the Japanese cruisers despatched on the 15th instant, a squadron of destroyers leaves to-day for Nanking in anticipation of further outrages on the part of General Chang Hsueh, whose dismissal has been made a *sine qua non* to settlement of the incidents.

THE NEW YORK MURDER SENSATION.

London, September 17th.

A dentist named Muret has been arrested on a charge of manufacturing counterfeit. It is alleged that he rented with Father Schmidt the Roman Catholic priest who recently confessed to the murder of a servant girl—whose dissected body was found in the Hudson River—an apartment in which the police found a forger's equipment. The police are reticent as to whether Muret is connected with the murder of the servant girl. Coroner Feinberg, referring to the arrest of Muret, said he was of opinion that Schmidt was the master mind of a criminal association.

Schmidt was the assistant rector of St. Joseph's Catholic Church.

The police declare that he lived a double life, being a priest by day, a libertine by night, and an illegal medicine practitioner and counterfeiter.

The Catholic Authorities declare that Schmidt must have forged his ordination papers. He was formerly a priest at Mainz, was arrested for fraud at Munich, and discharged as being insane.

ULSTER AND HOME RULE.

SIR EDWARD CARSON TO INSPECT VOLUNTEERS.

Sir Edward Carson has arrived at Belfast to inaugurate his autumn anti-Home Rule campaign to-day. Accompanied by Mr. F. E. Smith, K.C., M.P., he will make his first inspection of the Southern division of the Ulster Volunteer force.

RAILWAY STRIKES AT LIVERPOOL AND BIRMINGHAM.

London, September 17th.

It is estimated that 5,000 Liverpool railway men will be striking to-day, and seven goods yards will be closed.

Twelve Midland railway men at Birmingham were dismissed, for refusing to handle Liverpool goods and 1,000 others have struck work.

CHIMNEY FALLS IN THE MIDLANDS.

London, September 17th.

A chimney 150 feet in height crashed in at Workington iron-works, burying many people. Five persons were killed.

INCIDENT IN GERMAN COURT OF HONOUR.

CAPTAIN SLAPS PROFESSOR'S FACE, AND IS SHOT DEAD.

Berlin, September 17th.

During a sitting of a Court of Honour of Landwehr officers in Berlin, Captain Westernhagen slapped the face of Professor Maas, a well-known painter, whom he accused of slandering him.

Professor Maas thereupon shot Captain Westernhagen through the heart, killing him.

TELEGRAMS.

[THROUGH REUTERS' AGENCY.]

MEXICO AND THE UNITED STATES.

PRESIDENT HUERTA HOPES FOR A QUICK SOLUTION.

Mexico City, September 17th.

A message from President Huerta to Congress refers to the tenseness of the diplomatic relations between the Government and the United States, although, he says, they are luckily not so with the people. He expresses the hope that the negotiations, which are not yet broken off, will result in a quick solution of the differences, and promises to hold elections in October.

President Huerta has recommended the non-renewal of permission for American warships to remain in Mexican ports when the half-year granted by Congress has expired a month hence.

THE STOLEN PEARL NECKLACE.

WORKMAN'S VALUABLE FIND.

London, September 17th.

A workman in the morning found in a street in Highbury, London, a parcel of 58 pearls, which he delivered to the police. Mr. Mayer, the owner of the stolen pearl necklace, identified them as belonging to the necklace. Only one pearl is now missing besides the two loose pearls contained in the stolen parcel.

AMERICAN OPEN GOLF CHAMPIONSHIP.

Brookline (Mass), September 17th.

In the first qualifying round of the American Open Golf Championship Vardon, who was the lowest scorer, made 151, and a Boston amateur named Quinnet, a youth of twenty, made 152.

THE RECENT COCAINE CASE.

At the Magistracy yesterday morning, Mr. P. W. Goldring, who defended Mr. G. L. Duncan, in the cocaine case, asked Mr. G. N. Orme if he had seen the senior Magistrate as to whether the article which appeared in the *Hongkong Telegraph* to which he had called the attention of his Worship previous to the hearing of the case, was in order, as in view of subsequent articles published he had no alternative but to think it was malicious.

His Worship—With regard to the case in question, I do not consider anything objectionable appeared; therefore I did not answer your application made in the first instance.

Mr. Goldring—I ask your Worship to refer the matter to the senior Magistrate in view of the case fixed for the 25th, of a similar nature, in order that he may express an opinion since you are leaving. His Worship consented to the request.

CANTON NOTES.

THE RUSSO-CHINESE TREATY.

In a recent telegram to the President, the Board of Foreign Affairs, the Parliament, the Tutuh and Civil Administrators of all provinces, etc., Governor-General Lang remarks that a date should promptly be fixed by the Government and Parliament for the latter to muster for the discussion and sanction of the Government's acceptance of the Russo-Chinese Treaty. If after that time the members should still neglect to attend to the matter, he suggests that the Government should take the responsibility of signing the Treaty.

THE EAST AND NORTH RIVERS.

Not long ago, it will be remembered, boat traffic was almost at a standstill on the East and North Rivers owing to the incessant molestation by pirates and outlaws. The result was that a general scarcity of rice, sugar, fire-wood and oil threatened in Canton. Since the capitulation of the notorious pirate chiefs, Cheung Shiu and Ng Pay Tai, large shipments of these commodities have been coming in from the Ching Yuen, Ying Tak and Tsung Fa districts, where the cond yons are reported to have considerably improved.

Whilst on this matter of the two rivers, mention may be made of the fact that Governor-General Lung wrote to the Commissioner of Customs a few days ago requesting him to ask the Inspector-General of Customs to send Mr. F. W. Tyler (the Coast Inspector at Shanghai) to Canton in order that the survey of these two, and the West rivers may be proceeded with. Mr. Tyler made a series of preliminary surveys on the East river in January last, and reported some time in April that it was not desirable to do surveying work in the summer months, owing to the trying heat and the usual deluge, and consequently requested that the matter be deferred until October this year.

DEPARTURE OF BRITISH PRO-CONSUL.

Mr. D. B. Walker, who has been holding the office of British Pro-Consul in Canton for some time, leaves to-day for Tientsin to take up his new appointment.

LAUNCH AT KOWLOON DOCKS.

NEW RIVER STEAMER FOR THE MACAO RUN.

In the presence of a large gathering of residents there was launched yesterday morning at the Hongkong and Whampoa Docks a river steamer built to the order of the Hongkong, Canton and Macao, Steamboat Co., Ltd., for the Hongkong-Macao service. Her dimensions are as follows:—Length overall, 290ft.; breadth at main deck, 53ft.; depth moulded, 12ft. The vessel is constructed of steel to Lloyd's requirements and to the Board of Trade's requirements as to equipment. Water ballast tanks are fitted fore and aft, on the cellular system. There are three decks, providing ample accommodation for passengers. Her carrying capacity is 337 tons on a mean draught of 8ft., the vessel when so laden being designed for a speed of 15 knots, a speed which it is anticipated will be attained on the trial, as the machinery is capable of 3,000 indicated horse-power, steam being generated in four single-ended boilers working at 180lbs. pressure.

The launch took place about 9.45 a.m. Among those assembled to witness it were:—H.E. the Officer Administering the Government (Hon. Mr. Claud Severn), H.E. Major-General Kelly, C.B., Commandant Anstruther, C.M.G., Messrs. S. H. Dodwell, D. W. Craddock, H. A. Sides, E. Lieb, G. Friesland, H. P. White, and A. S. Sorensen, directors of the Dock Company; Mr. G. A. Caldwell, secretary; Captain W. E. Clarke, Secretary of the Hongkong, Canton and Macao Steamboat Co., Mr. and Mrs. P. H. Holyoak, Lady Rees Davies, Mr. and Mrs. E. H. Sharp, Mrs. Buckland, Commander Basil Taylor, R.N. (Harbour Master), the Hon. Mr. W. Chatham, C.M.G., Mr. and Mrs. A. E. Griffin, Consul and Mrs. Leiria, Mr. A. A. de Mello (Macao), Mr. E. A. Staunton (Canton), Mr. and Mrs. Bonnar, Mr. and Mrs. Becker, Mr. and Mrs. Bowley, Mr. and Mrs. Kraus, Mr. and Mrs. Richardson, Mr. and Mrs. F. W. James, Mr. and Mrs. C. H. Gale, Mr. and Mrs. W. Armstrong, Consul Crull, Mr. and Mrs. Tomes, Messrs. E. G. Lowder, A. Shelton Hooper, E. J. Grist, H. Percy Smith, H. W. Bird, S. Kusanto, W. C. Jacks, W. S. Bailey, Captain Sinclair, Mr. W. Logan, Captain Dunbar, Mr. E. R. Baze, Mr. W. Melchers, Mr. A. Rodger, Mr. S. H. Dutton, Mr. D. V. Stevenson, Mr. C. Buyers, Captain Bunje, Mr. and Mrs. John Arnold, and many others.

Mrs. Holyoak (wife of Mr. P. H. Holyoak, Acting Head of Reiss & Co., and a director of the Steamboat Co.) performed the christening ceremony, by cutting with a chisel the rope which held the bottle of champagne in suspense, and as the bottle broke against the bows she wished the *Tai Shan* good luck. The vessel slid gracefully down the slipways into the water amid the enthusiastic cheers of the crowd and a fusillade of crackers.

The spectators then adjourned to the neighbouring offices, where toasts were drunk.

Mr. S. H. Dodwell, proposing the health of the owners of the vessel on behalf of the builders, expressed their pleasure at seeing so large and representative a gathering at the launching ceremony. He felt he owed an apology to the ladies for having fixed it at so early an hour, but, efficient as they were, the company were not able to control the tides. It might be some compensation to them to know that they were honouring by their presence two of the oldest companies in the history of the Colony. But though they were old they were not old-fashioned as was evidenced by the desire of the Steamboat Company to acquire so up-to-date a boat as the *Tai Shan* and by the ability of the Dock Company to build her. A short time ago a friend of his, chairman of one of the Tyneside shipbuilding yards, visited the Colony, and asked him to show him some of their yards. His friend evidently expected something pre-historic, for when he had seen everything he expressed his surprise that steamers could be built out here as well as at Home. He (Mr. Dodwell) told him that not only could they build them as well, but owing to the absence of labour troubles they could build them as quickly and profitably and were able to give quicker delivery. The Dock Company had put their best work into the *Tai Shan*, and he felt absolutely convinced that the result would give every satisfaction to their old friends the Steamboat Company. He would not extol her virtues, or the visitors present would patronise her to the detriment of the company's other boats, but she was bound to become popular and he relied upon all of them to make her so popular that the Steamboat Company would soon have to order another boat. Mrs. Holyoak had launched the vessel on its career, and all would join with him in expressing admiration for the

manner in which she performed the duty. In fact, so adept was she in handling the hammer that she almost led him to suspect her of militant tendencies. (Laughter.) It was somewhat early in the day, and against their principles, but he asked them to drink on this auspicious occasion to the health and long life of the owners, the Hongkong, Canton and Macao Steamboat Company. (Applause.)

Mr. Sims, on behalf of his co-directors of the Steamboat Company and himself, thanked the visitors for gracing the launch with their presence and Mr. Dodwell for the sentiments he had expressed regarding the new steamer and the prosperity of the Steamboat Company. As they all knew, when the Dock Company undertook the construction of a vessel they gave that care and attention to the work and to detail which was necessary to ensure good results. They had a high reputation as shipbuilders, and he was sure the *Tai Shan* would be a credit to her builders and a source of profit to her owners. He thanked Mrs. Holyoak for so gracefully performing the launching ceremony and said the launch could not have taken place under more auspicious circumstances. He asked them to drink to the continued prosperity of the Dock Company.

Mr. R. M. DYER, Chief Manager, responded on behalf of the builders, saying he could only endorse all that Mr. Dodwell had said. They had endeavoured to make a good job of the *Tai Shan*, and trusted that she would long ply the river. He spoke with appreciation of the assistance Captain Clarke, Secretary of the Steamboat Co., had given the builders in matters of detail connected with the design and construction, and concluded by presenting to Mrs. Holyoak on behalf of the builders a gold chain watch bracelet as a souvenir of the occasion.

Mr. HOLYOAK, on behalf of his wife, thanked the company for inviting her to perform the ceremony, and for the handsome souvenir, which Mr. Holyoak said would always be treasured as a memento of a very delightful occasion.

H.E. the OFFICER ADMINISTERING the GOVERNMENT proposed the health of Mrs. Holyoak, and called for three cheers for her, which were cordially given and this brought the pleasant function to an end.

A SERIES OF THEFTS.

Captain Bromley, R.G.A., reports to the police that a person has stolen from his desk in the sitting-room of his residence, Knutsford Terrace, Kowloon, a gold wrist watch, valued at £14.

Major Dickinson, D.C.L.I., informs the police that while leaving Filis' Circus on Tuesday night he lost from his pocket a silver cigarette case, valued at \$30.

Mr. T. Gibberstone, of No. 6, Rose Terrace, Kowloon, also reports that a person or persons unknown stole from his bedroom a silver watch and chain, valued at \$30.

Mr. Killinghusen, of 148, Magazine Gap, informs the authorities that some person entered his servants' quarters and took away clothing to the value of \$84.

Mrs. Montagu Harston, of 64, The Peak, has reported to the police that about the end of August someone stole from the counter of Messrs. Clark & Company, York Buildings, a silver wrist watch, valued at £2.

THE MAGISTRACY.

THE OPIUM FARMER'S RIGHTS.

A Chinese was arrested by Sergeant Pincoff on Tuesday in possession of nine taels six mace of dross opium, without a certificate from the Superintendent of Imports and Exports, and 79 taels of raw opium. The opium was concealed in a waistcoat containing many pockets. At the Magistracy yesterday before Mr. Hazeland, the man pleaded guilty to possession, but said the opium was given to him. Mr. Hoggarth said Mr. Hutchison should appear as prosecutor in the case, as the man was in possession without a permit. He asked that the first charge should be amended, and that the case should be remanded to allow him to instruct a solicitor, as they considered that their legitimate rights were being interfered with. The request was granted.

AN INDUCEMENT TO CONFESS.

Before Mr. F. A. Hazeland, a Chinese was charged with stealing a quantity of gun metal and some broken wood, the property of the War Department, from Wellington Barracks. The defendant was seen in possession of the articles by Corporal Marsh, of the R.E., who told him it would be better for him (the defendant) if he went and told where he had secured the metal he had stolen. The Magistrate told the Corporal that he should not have held out any such inducement, and said the law was very strict about that. The charge with reference to the metal must fail. In regard to the wood, defendant said he had received permission some years ago from a man to take away broken wood when he wanted to. His Worship sentenced the man to a month's hard labour and four hours' stocks.

At the Welcome Dinner of the Medical Congress, held on the 6th ultimo, at the Ritz Hotel, London, Champagne de St. Marceaux, 1906 vintage, was the only Champagne on the menu. This speaks well for St. Marceaux. Messrs. A. S. Watson & Co., Ltd., are the sole agents in Hongkong.

THE SHOOTING OF CHAN KING WAH.

FURTHER DETAILS.

Our Canton correspondent writes:—Not a little sensation was caused this (Tuesday) afternoon, when it transpired that Chan King Wah, Chief of the Police Department, had been shot dead by order of the Tutuh, and naturally it formed the principal topic of conversation throughout the City. Very little sympathy is shown by the public—in fact, some shops were so pleased at receiving the news that they discharged fusillades of crackers to signify their joy. It has to be said that in the eyes of most people in Canton the late Superintendent was looked upon as a "cruel and blood-thirsty butcher," but there are many, who know what a valuable asset he had been to the province, who lament the tragic end that has befallen this very capable officer.

His unpopularity seems to be chiefly due to the relentless manner in which he dealt under martial law with persons whom he classed as outlaws. Many persons whom he put to death without trial are said to have been innocent of crime. We must bear in mind, however, the state of anarchy which prevailed in Canton at the time, and it cannot be disputed that it was mainly owing to the strong measures he took that order was so quickly restored. He was a brave and capable official. Another thing that contributed to his unpopularity was his order for the removal of all street gates that obstructed traffic, a very laudable effort, but one which made a conservative section of the people bitterly hostile to him.

It cannot be gainsaid that Chan King Wah did excellent work for the province while he held the post of Chief of Police. The remarkable improvement of the police force (although it still leaves much to be desired) achieved during the past year or two is traceable to his indefatigable efforts. He took also unremitting pains in suppressing the vice of opium smoking.

While it is considered to be most regrettable that an officer of his calibre should have associated himself with conspiracy against the Government, the feeling prevails that his punishment is well deserved, if what he is alleged to have done is true; as nothing is more necessary to the maintenance of peace than the destruction of rebel elements.

TAKEN UNAWARES.

Yesterday, as well as on the 13th instant, confidential instructions were received by Governor-General Lung from the President, ordering him to at once shoot Chan King Wah and also Chan Chung Pun (Chief of the Tranquilization Bureau of the Namhung, Shikwan and Lienchow Districts) according to martial law, as it had been repeatedly reported to him by the merchants and people of Kwangtung that they were secretly conspiring against the Government. Last night, the Tutuh issued invitations to them to dine at the Yamen, which they accepted, under the impression that it was the usual official "moon festival" dinner to which they had been invited. On arrival, they were received by Governor-General Lung, who conversed with them cordially, until the third course on the menu was served, when they were shown the telegram received from Peking. After reading it, Chan King Wah calmly said that as he was opposed from all sides, it would do no good for him to plead, whilst Chan Chung Pun vehemently declaimed against the order. At one o'clock in the morning, they were escorted to the back of the Yamen, where they were shot.

THE TUTUH'S NOTIFICATION.

The Tutuh has issued a notification stating that Chan King Wah has been shot, in accordance with a Presidential mandate, which is briefly to the following effect:—

"I have repeatedly received telegrams from the inhabitants and merchants in Kwangtung reporting that Chan King Wah, Chief of the Police Department, has joined hands with rebels and is secretly stirring up rebellion, with Chu Chup Shun and others, and have established headquarters in Canton and Hongkong. He has been appropriating to his own use Government funds, unlawfully manufacturing arms and ammunition, and gathering together brigands and undesirable. He, further, more influenced Chan Chung Pun to help him in his seditious actions. During his tenure of office, he has been torturing the people, and he entertain the utmost resentment against him. I hereby direct that he shall at once be arrested and punished according to martial law."

Another notification in somewhat similar terms has been issued concerning Chan Chung Pun, who, besides being charged with conspiracy, is reported to have afforded protection to the infamous Li Lieh Chun, who returned to Shaokwan some time ago.

THE POLICE DEPARTMENT.

Tang Yiu Kwong, a military officer under the old regime, has been appointed to succeed Chan King Wah as Chief of the Police Department.

Tutuh Lung has notified the staff that the punishment of Chan King Wah by no means affects them, and he requested them to remain in their positions as heretofore.

An extra number of constables are to be seen on duty in the City to-day, and so far the police are reported to be quiet.

THE TIBETAN QUESTION.

THE PROSPECTS OF SETTLEMENT.

[FROM OUR OWN CORRESPONDENT.]

PEKING, September 3rd.

China now has distinct hopes that the Tibetan question will be settled. She has bottled her objections to sitting at a Conference where a Tibetan representative will be present as an equal, and has detailed Mr. Ivan Chen, ex-Commissioner of Foreign Affairs at Shanghai, to represent her. He left Peking the other day and will shortly be passing through Hongkong on his way to Darjeeling, where the Conference will open early in October.

China has made a decided muddle of this question. In August of last year the British practically offered to restore her to her former position in Tibet. By that time Chinese representatives were gradually being pushed off the "lid of the world," and there was every indication that the pushing would go on till the Resident and every vestige of aimed power would either be wiped out entirely or pushed over the frontier.

The Dalai Lama's forces were desperate in their intent, and, whilst the British could see that, the Chinese could not. In colossal conceit of being the greatest Republic in the East they imagined that they could not only afford to treat the Dalai Lama with disdain, but could also snub Great Britain.

To the Note which Sir John Jordan sent in on August 17th, 1912, the Republican Government gave no reply till December, and then they could devise nothing better, after their four months of thought, than an impertinent statement that as existing treaties clearly enough defined the status of Tibet there was no need negotiating a new treaty on the question.

This reply was forwarded despite the friendly warning of Sir John Jordan that its receipt would compel Great Britain to regard the possibility of negotiation with China at an end, and that the only course left open would be to deal direct with the Dalai Lama and to the exclusion of China.

As the days went by and no reply came from the British Minister the amateur diplomats in the Wai Chiao-pu became alarmed, and despatched a letter on January 10th expressing the desire of the Chinese Government "to come to a harmonious arrangement to avoid misunderstanding." They also asked that Sir John would convey to them at the earliest possible moment what the British Government had to say with regard to their reply.

The British Government had nothing to say, and that fact was verbally conveyed to those who imagined themselves to be first-water diplomats at "the earliest possible moment."

In the meantime the forces of the Dalai Lama hammered away and drove every vestige of Chinese power and authority from the country, in addition to repulsing the expeditions sent to subjugate them. China now has not a vestige of authority in Tibet, and the Dalai Lama is not likely to be convinced very easily that China has any further right to a say in what he regards as his independent territory.

Recently Great Britain saw a way of coming to some understanding on the question and suggested a tripartite conference at Darjeeling, China and Tibet to be represented, with a British commissioner present in the capacity of what Lord Morley described as "the honest broker."

China demurred. Despite the declaration in the Mandate of the President in April, 1912, that Tibet was to be considered equal in all respects to all other provinces of China, he now protested that a Chinese commissioner could not sit at a conference with a Tibetan representative, possessing the rights of an equal! The British Minister remained quiet, and gradually it became known that very shortly China would be given no further opportunity of a voice in the future of the country. Then, and then only, did the Government wake up, though they vainly tried to have the negotiations carried on in London with the British alone, a subsequent agreement to be come to with the Tibetans. That was what Britain determined not to permit, and unmistakably announced that unless China liked to attend a conference at Darjeeling on equal terms with a Tibetan she could withdraw all pretensions to a claim to a say in the destiny of Tibet.

China then incontinently swallowed her pride, and, realising that she now had to submit to the inevitable, expressed a desire to fall in with the suggestions laid down in the British memorandum of August last year.

That may be too late. The victorious Tibetans, who have with their own prowess removed the Chinese yoke, are not likely easily to submit to China coming in as an equal, and are almost certain to demand that she be excluded. Only if Britain insists may China take

part—and naturally Britain will insist. Therefore, Tibet will give what she will give with a bad grace, and China anyway will get less than she has hitherto held. To that it seems she must make up her mind. If she manages to obtain a resumption of the status quo she can look upon herself as the luckiest blunderer under the sun, for she does not deserve it.

Had her clumsy guardians of Foreign Office business had a grain of sense of responsibility she would have been back in Tibet by this time without loss of precious face and with practically unblemished prestige. These people cannot be too strongly condemned for the manner in which they have conducted themselves. Had Britain been any other country than Britain China would have been out of Tibet for ever and aye. It may yet be, but Britain will do her best to save China the fall—which is more than any other country in a similar position would have done.

Not only did the amateur diplomats set to work to snub the British, but they acted without once taking the counsel of any of the foreign advisers. For this they are to be censured as severely as for anything else. One adviser did submit a memorandum on the subject, but it was calmly ignored. Had that memorandum been acted upon China would have come out of the business gracefully and with colours flying. She may now come out of it a little worse than she expects, but it is to be hoped that a lesson will have been administered.

The chief interest in the Conference is that China will have to fight it out with Tibet—and there's the rub. So far as Britain is concerned she will no doubt be content to proceed along the lines of the Note of August 17th, 1912, which was published in the *Far Eastern Review*, together with the Chinese reply in January last. In view of proceedings it is worth while repeating the Note, which is as follows:—

PEKING, August 1st.

In a conversation with His Excellency Yuan Shih-kai on the 23rd of June His Britannic Majesty's Minister referred to the Chinese Military Expedition which was being organized against Tibet and gave His Majesty's Government clearly to understand that the Tibetan question could be easily settled by friendly negotiation at a later date but that the use of force at that time would seriously prejudice an amicable arrangement. His Excellency Yuan Shih-kai assured Sir John Jordan that there was no intention of incorporating Tibet in China and that the treaties would be scrupulously observed.

On June 29th His Majesty's Minister informed Mr. Lu Chong-hsing that His Majesty's Government would not tolerate any attempt to reduce Tibet, who had an independent Treaty with Great Britain, to the condition of a province of China, and he warned the Chinese Government that grave complications might ensue if the Chinese expedition crossed the frontier into Tibet.

In consequence of a visit paid to him a few days previously by the Vice-Minister of Foreign Affairs, His Majesty's Minister again saw His Excellency Yuan Shih-kai on the 16th instant, and, in reply to his inquiry, received the most emphatic assurance that there was no intention either of sending the expedition to cross the frontier into Tibet or of incorporating that country in the Provinces of China. These assurances have been noted and duly reported to His Majesty's Government, who will doubtless welcome them as indicating China's intention scrupulously to observe Treaty engagements. At the same time His Majesty's Government consider it to be in the interests of harmonious relations that they should now state clearly their policy in

regard to Tibet. His Majesty's Minister had the honour to inform His Excellency Yuan Shih-kai that a communication in this respect would shortly be submitted to the Chinese Government, and he now begs, under instructions from Sir Edward Grey, to make the following definite statement of that policy.

(1.)—His Majesty's Government, while they have formally recognised the suzerainty rights of China in Tibet, have never recognised the right of China to intervene actively in the internal administration of Tibet, which should remain, as contemplated by the Treaties, in the hands of the Tibetan authorities, subject to the right of Great Britain and China, under Article 1 of the Convention of April 27th, 1909, to take such steps as may be necessary to secure the due fulfilment of Treaty stipulations.

(2.)—On these grounds His Majesty's Government must demur altogether to the conduct of the Chinese officers in Tibet during the last two years in assuming all administrative power in the country and to the doctrine propounded in His Excellency Yuan Shih-kai's Presidential order of the 21st of April, 1912, that Tibet is to be regarded as an equal footing with the provinces of China Proper, and that all administrative matters connected with that country will come within the sphere of internal administration.

His Majesty's Government formally decline to accept such a definition of the political status of Tibet and they must warn the Chinese Republic against any repetition by Chinese officers of the conduct to which exception has been taken.

(3.)—While the right of China to station a representative with a suitable escort, at Lhasa, with authority to advise the Tibetans as to their foreign relations, is not disputed, His Majesty's Government are not prepared to acquiesce in the maintenance of an unlimited number of troops either at Lhasa, or in Tibet generally.

(4.)—His Majesty's Government must press for the conclusion of a written agreement on the foregoing lines as a condition precedent to extending their recognition to the Chinese Republic.

(5.)—In the meantime all communication with Tibet via India must be regarded as absolutely closed to the Chinese and will only be reopened on such conditions as His Majesty's Government may see fit to impose when an agreement has been concluded on the lines indicated above.

This does not apply to the withdrawal of the present Chinese garrison at Lhasa, who, as His Excellency Yuan Shih-kai has already been informed, are at liberty to return to China via India if they wish to do so.

Sir John Jordan has the honour to request the V. A. Chiao-pu to favour him with a reply to this memorandum.

(Signed.) J. M. JORDAN.

BETTER THAN ADVICE.

The following story (told in the *Tatler*) is of a small boy who was laboriously pushing a heavy hand-cart up a steep hill and stopping every few minutes to wipe the perspiration from his face.

A clergyman watching him, and thinking to help the lad, called out, "Push it up zigzag, my little friend, and you will find it so much easier."

"Not so much of 'yer bloomin' advice," replied the boy; "come and give me a shove."

QUITE ACCURATE!

The following is a good story relating to the late Earl of Shaftesbury. It is said that the Earl once called a meeting in connection with certain work, and only two people turned up—himself and a very fat reporter, says the *Church Family Newspaper*. After waiting and no one else coming, the Earl said he would dictate his intended speech. The reporter took out his notebook, and the Earl began: "At a large and respectable meeting held—"

"But that's not quite correct," objected the reporter, as he swept his hand round the empty hall. "Come, come," said his Lordship; "are you not large, and am I not respectable?"

OPPIUM IN BOND AT SHANGHAI.

INTERESTING REPORT BY THE COMMISSIONER OF CUSTOMS.

In view of the frequent public references to the opium stocks at Shanghai the following reference to the subject, contained in the Report of the Commissioner of Customs for 1912, is of more than local interest:—

The strenuous efforts to suppress the traffic in foreign opium during the year have resulted in the stock of opium in bond having increased to such an extraordinary extent that the losses incurred through the non-availability of the amount of capital invested in opium threaten to seriously involve foreign trade in general. The foreign banks are all deeply interested in the question, since advances have been made upon practically all this opium, which now bids fair to become a very depreciated security. A brief comparison of the stocks of Indian opium only in bond at the end of each of the last four years may be of general interest:—

	1909.	1910.	1911.	1912.
Chests.	Chests.	Chests.	Chests.	Chests.
Malwa	2,997	2,931	6,389	12,502
Bengal	4,869	4,473	7,034	5,819
Bombay	918	1,101	2,228	1,838
Total	7,884	8,505	16,251	20,559

As explained in the Trade Report for 1911, it has proved absolutely impossible to ascertain for certain the exact details of certification, or otherwise, for the chests of Indian opium which were permitted to pay duty and likin prior to the 8th May, 1911, and yet remain in bonded warehouses for subsequent delivery. Exclusive of these, on the 31st December, 1912, there were remaining in bond 10,960 chests; of these, 16,725 chests are covered by Indian Government certificates, and of the balance, there are 139 chests of uncertificated Bengal opium "held" as "arrived prior to 8th May, 1911," and entitled still, if "imported," to pay duty and likin at the old rate. The trade itself never recovered from the effects of the revolution. In January the quantity of "bargained cargo" (opium sold and not taken up) amounted to about 1,500 chests of Malwa and 2,200 chests of Bengal. In June these bargained stocks amounted to, approximately, Malwa, 2,500 chests, and Bengal, 2,500 chests. At the close of the year bargained cargo may be taken as: Malwa, 6,200 chests, and Bengal, 3,000 chests, or nearly 10,000 piculs. In this quantity is included most of the stock "duty paid for subsequent delivery," which was sold at a high price; as a consequence, the merchants are unable to clear, except at a heavy loss, so long as the market remains in the present depressed condition. The sales of Calcutta still continued during the year, and merchants were compelled to purchase in order to prevent the new supply from falling into other hands and then being put on the China market at considerably lower prices. During the early part of the year fairly high prices prevailed. The average price, exclusive of duty and likin, for the first five months of the year was about HK. Tls. 2,500 per chest for Malwa and HK. Tls. 3,150 for Bengal. The closing of Hangchow and Amoy caused the market to fall nearly HK. Tls. 500 for Malwa and over HK. Tls. 800 for Bengal.

The foreign opium merchants recently decided to stop all sales until the Chinese merchants had cleared off the stocks of bargained opium above referred to, and the Swatow Opium Guild also passed a ruling to the effect that any Chinese merchant proved to be buying unguaranteed opium would be fined \$100. The state of the market at the close of the year was exceedingly depressed, Malwa being about HK. Tls. 2,000 per chest and Bengal HK. Tls. 2,300. The previous practice of restricting bonded opium storage facilities to former owners of opium hulks was relaxed during the year, in order to prevent the creation of monopolies. There are at present 11 bonded opium godowns in use, all fully bonded, as compared with only four original hulks; of these, all but one are operated by the firms which formerly owned opium hulks. Godowns reserved for "ticketed" opium only are no longer existing. The increase in storage accommodation has done much to facilitate the question of insurance. During the year cover was comparatively easy to obtain; but it is anticipated that if present stocks are still further augmented, a severe strain will be again put upon the resources of the various companies concerned, as was the case at the close of 1911.

The total deliveries from bond of opium imported from abroad during 1912 show an increase of about 300 chests of Malwa opium, and a decrease of nearly 3,500 chests of Bengal. The stock of duty-paid opium stored in bonded godowns for subsequent delivery has been reduced from 7,141 chests at the end of 1911 to 3,399 chests at the end of 1912, viz., by 3,542 chests. It must not be lost sight of that the duty and likin paid upon these chests, all at the old rate, was credited to the revenue for 1911.

With reference to Indian opium, it has often been maintained that the original object of the supervision of opium by the Indian Government was not so much to obtain revenue as to secure that the drug should only be provided in a high standard of purity. In support of the advocates of this view, it may be recorded here that all Bengal opium which arrives in China with the Government Office certificate is accepted by all merchant purveyors as being of the same high standard. Chests of either Malwa or Bengal opium are bought and sold without opening. The prices for the chests vary solely according to date of importation and market supply. Even evaporation has not hitherto been held to affect materially the net conventional weight of each chest, which has always been accepted as weighing 120 piculs, although a very careful examination, for verification purposes only, when Bengal opium was being labelled for final delivery, has not infrequently proved the weight to vary between 114 and 121 piculs. Bengal opium is usually a trifle lighter than Malwa opium, on the other hand, is subject to no such severe tests for standardization when packed. The chests vary in weight from about 0.98 to 1.06 piculs. The touch also varies very considerably. As a consequence, every chest of Malwa is opened and shuffed by the buyer before a sale is concluded. A

small sample is allowed to each prospective buyer, and a few of such may easily reduce the weight of the chest, when finally sold, to below the 1 picul which has been accepted as the average weight for Malwa opium.

The importation of Persian opium was entirely prohibited during the year. In this connection it may be noted that some Persian opium passed through this port en route for Japan. Its ultimate destination was the Opium Monopoly in Formosa. Inquiries have recently been received at this office relating to the regulations governing the importation of an opium resembling Persian opium which might be shipped from Vladivostok. The applicants were informed that the importation of all opium from abroad was absolutely prohibited, with the sole exception of the strictly limited quantities of certificated Indian opium covered by the agreement, and, as a consequence, no attempt was actually made to introduce this new variety. "Touch," or prepared, opium is no longer granted certification privileges by the Indian Government, and the single half-chest remaining in bond merely awaits a market, either in China or elsewhere.

CHINESE OPIUM. The following comparative figures show the importations of Chinese opium since 1907:—

	1907.	1908.	1909.	1910.	1911.	1912.
Piculs.	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.
10,413	19,053	21,824	13,821	1,940	513	

The records prove that the success of the restrictive measures has been practically assured. A table showing the comparative values of Chinese opium for the last five years is given and the Commissioner says:—

It will be seen that the value of such limited quantities as are now obtainable is about quadruple that ruling prior to 1910, when the suppression of the traffic began to be strictly enforced in accordance with the spirit of the Indian Opium Agreement. The Chinese drug as sold is ever becoming more and more adulterated. As a rule, however, such articles as are used for blending would, when smoked, be either wholly inert or less deleterious than opium. The re-export to Chinese ports shows a decrease of over 1,100 piculs, valued at 1 million Haikwan taels.

INTIMATIONS

SPOTS ON FACE ITCHING DREADFUL

Also on Hand, Some Blackheads. Others Opened Like Scurf, Could Not Sleep or Eat. Cuticura Soap and Ointment Cured in 3 Weeks.

33, Whitehall St., Off North St., Leeds, Eng.—"The spots began on my face and on my hands; some of the spots were blackheads and the others opened like scurf and the itching was dreadful. I could not sleep and I could not eat, and I used to go mad with myself through this terrible itching. We had bought all kinds of things and nothing did me any good at all. At last my sister looking through the pattern book saw the advertisement of Cuticura Soap and Ointment in, so she said, 'Now Sarah try it.' The first day I used it the itching stopped and then the spots came off gradually, and it took three weeks for curing, and I know my face is grand. I really cannot forget the treatment and I keep on buying it still, and I shall always use it. I recommend it to all my friends in Leeds." (Signed) Miss Sarah Cohen, Apr. 27, 1912.

TO REMOVE DANDRUFF

Prevent dry, thin and falling hair, allay itching and irritation, and promote the growth and beauty of the hair, frequent shampoos with Cuticura Soap, assisted by occasional dressings with Cuticura Ointment, afford a most effective and economical treatment. Cuticura Soap and Cuticura Ointment are sold throughout the world. A sample of each with 32-p. Skin Book free from nearest depot: F. Newbery & Sons, 27, Charterhouse Sq., London; Potter Drug & Chem. Corp., Boston, U. S. A. *Caution*—Beware of cheap imitations. Cuticura Soap Shaving Buck. Sample free.

[26-15]

MAPPIN & WEBB, LIMITED.

NEW CONSIGNMENTS

STERLING SILVER WARE.

PRINCE'S PLATE

(GUARANTEED FOR 30 YEARS.)

CUTLERY.

From the

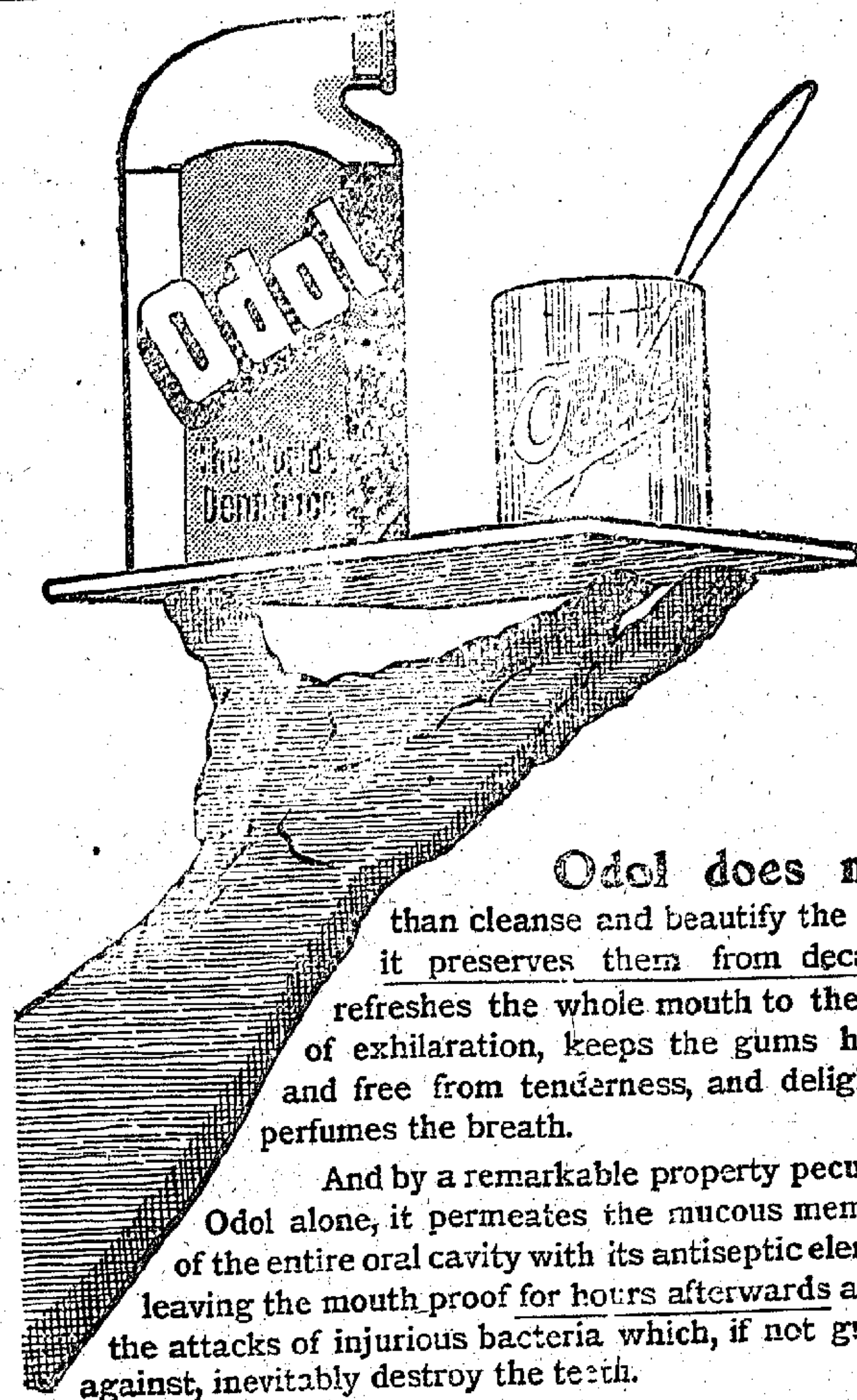
SOLE AGENTS:

CHS. J. GAUPP & CO.,

ALEXANDRA BUILDINGS.

CHATER ROAD.

[41]



Odol does more
than cleanse and beautify the teeth;
it preserves them from decay; it
refreshes the whole mouth to the point
of exhilaration, keeps the gums healthy
and free from tenderness, and delightfully
perfumes the breath.

And by a remarkable property peculiar to
Odol alone, it permeates the mucous membrane
of the entire oral cavity with its antiseptic elements,
leaving the mouth proof for hours afterwards against
the attacks of injurious bacteria which, if not guarded
against, inevitably destroy the teeth.

[445-15]

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Banning, etc., should be addressed Daily Press only, special business matter The Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 36. Telephone No. 12. Telegraphic Address: "Pressa." Codes: A.B.O. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

HONGKONG LAWN BOWLS LEAGUE.

OPEN SINGLES CHAMPIONSHIP.

THE FINAL TIES in this COMPETITION will be played on the POLICE CLUB GREENS, HAPPY VALLEY, on SATURDAY next, 20th inst., at 3.30 p.m. The Prizes for the Championship and the Trophy for the League will be presented to the successful competitors by Mr. Messer.

Members and Friends of the Competing Teams are invited to be present.

B. L. FROST,
Hon. Secretary.
Hongkong, 18th September, 1913. [1087]

FOR SALE.

CINEMATOGRAPH CAMERA, with Zeiss Lens, Four Film Boxes, Tripod, Turn-Table, Printing Machine, quantity Blank Film, Developing Trays and Racks.
Apply—
Grand Carlton Hotel.
Hongkong, 18th September, 1913. [1088]

SPECIAL SALE OF WORK

IN AID OF
THE ORPHANS AND THE HOME
FOR THE DESTITUTE.

THE Superiress and Sisters of the Italian Convent have the honour to announce that their

ANNUAL SALE OF NEEDLEWORK, comprising Ladies' and Children's Dresses, Embroideries, Table Covers, Handkerchiefs and a variety of articles suitable for presents, will be held at the Convent on the

22ND to 27TH SEPTEMBER, INCLUSIVE, commencing each day at 10 A.M.

A Special Feature of this year's Sale will be a Children's Stall on which will be displayed a fine assortment of Sweets and Chocolates specially selected from the Manufacturers in Switzerland. This Stall is certain to delight the little ones. Charming little packets of Confectionery can be had for five cents each. Besides these, there will also be a large range of bonnets all done up in fancy and dainty boxes of attractive design. Every one of these boxes is moderately priced.

The Superiress and Sisters beg to solicit the patronage of a generous community to aid the work of providing for the maintenance of the large number of Orphans at the Convent and its outlying branches.

ITALIAN CONVENT,

28, Caine Road.
Hongkong, 18th September, 1913. [1085]

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALACCA COAST.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "SHIMOSA" On or about 9th Oct. For Freight and further information, apply to DODWELL & Co., Ltd., Agents.
Hongkong, 18th September, 1913. [1086]

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer

Chartered SS "KISH,"
Arrived Hongkong on 17th September, 1913. From ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAIT.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GORDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent
Hongkong, 17th September, 1913.

JUST UNPACKED.

GUIPURE LACE (all over piece)—White, Cream and Black.

NET LACE (all over piece)—White, Cream and Black.

VEILING—Black, Light, Mid and Dark Brown, Navy and Grey.

SILK GLOVES—Long and very long for Evening Wear.

HOOSAIN-ALI & Co.,

10, D'AGUIAR STREET.
Hongkong, 16th September, 1913. [45]

INTIMATIONS

HONGKONG CLUB.

NOTICE.

THE TWENTY-FOURTH HALF-YEARLY DRAWING OF 65 DEBENTURES (1896 issue) of the HONGKONG CLUB, Payable on TUESDAY, the 30th September, 1913, will be held in the Club House at 11 o'clock A.M. TO-MORROW (FRIDAY), the 19th September, 1913.

Bearers of Debentures are invited to attend the Drawing.
By Order,
JAMES CHAIK,
Secretary.
Hongkong, 9th September, 1913. [1050]

NOTICE.

THE DRAWING OF 60 DEBENTURES of the CLUB GERMANIA Payable on TUESDAY, 30th September, 1913, will be held at the Club at 8 o'clock on THURSDAY, 25th September, 1913.

Bearers of debentures are invited to attend the drawing.
For the Committee,
F. W. PFAFF,
Hon. Secretary.
Hongkong, 17th September, 1913. [1084]

HONGKONG JOCKEY CLUB.

SUBSCRIPTION GRIFFINS FOR THE 1914 MEETING.

MEMBERS desirous of Subscribing are requested to send their Names to the Undersecretary as soon as possible. Lists will be found at the Hongkong Club and at the Jockey Club's Office.
H. P. WHITE,
Acting Clerk of the Course.
Hongkong, 9th September, 1913. [1089]

THE HONGKONG AND CHINA GAS CO., LTD.

NOTICE.

ON and from October 1st, 1913, the Price of GAS to the Public will be Reduced to \$2.50 per 1,000 Cubic Feet.

By Order of the Directors,
J. McCUBBIN,
Acting Local Secretary and Resident Engineer.
Hongkong, 9th August, 1913. [958]

NOTICE.

WE have much pleasure in announcing to our Numerous Patrons and Customers that we have opened a NEW SILK STORE in the most up-to-date Style and Fashion at the Large and Commodious Premises No. 38 and 40, QUEEN'S ROAD CENTRAL, lately occupied by Messrs. H. Ruttonjee & Son, where we are displaying an entirely new, Handsome and Gorgeous Stock of SILK GOODS and JEWELLERY WARE of all Descriptions in a Variety of New, Elegant and Attractive Designs and Patterns.

The Stock includes a Choice Selection of Turkish, Persian and Indian SILK CARPETS and WOOLLEN RUGS in Chaste and Elegant Patterns.

Prices Specially Reduced for Summer. Cheapest Store in the Colony. An Early Visit Earnestly Solicited.
D. CHELLARAM,
Hongkong, 26th July, 1913. [907]

MASSAGE.

SKILFUL, Safety in the General or Electric.
Miss MORITA,
Care of NOMURA HOTEL,
15, 16 and 17, Connaught Road,
Opposite Blake Pier.
Hongkong, 8th May, 1913. [952]

FOR THE SUMMER MONTHS
SPECIALITIES

CORNEO OX TONGUES,
CORNEO BEEF,
CORNEO PORK,
PRESSED BEEF,
GERMAN SAUSAGES.

These are a few of the delicacies offered for sale by

THE DAIRY FARM Co., Ltd.

28

GRACA & CO.

PEDDER ST. (Hongkong Hotel Building),
Dealers in

POSTAGE STAMPS, PICTORIAL POST CARDS, CIGARS, BOOKS, TOYS, &c.

Just Received

FRESH SUPPLY OF

VEGETABLE SEEDS.

1842

TO LET

NO. 115, PEAK, "LEWKNOR" Furnished or Unfurnished, 5 ROOMS.
"ROGATE," Austin Road, Kowloon, from 1st October.

MERRION, No. 10, PEAK, Furnished or Unfurnished, 6 ROOMS Cheap rental.

For Sale or To Let. (From 1st November, 1913) NO. 1, GOUGH HILL, No. 103, PEAK, BUNGALOW, containing Drawing, Dining and Smoking Rooms and Five Bedrooms.

With Ground for Tennis Court.
To Let or For Sale. "GLENSHIEL," No. 124, Barker Road, Peak, 3 ROOMS.

For Sale. "LAD BROCK," No. 8, Conduit Road, Fine View of Harbour, 3 Rooms, 3 Bathrooms, Garden and Tennis Court. Accommodation for 30 Servants.

For Sale. "HARTING and ROGATE" on part of Kowloon Island Lot No. 1154.
Apply to—Linstead & Davis,
3rd Floor, Alexandra Buildings.
Hongkong, 9th September, 1913. [64]

TO LET

NO. 115, PEAK, "LEWKNOR" Furnished or Unfurnished, 5 ROOMS.
"ROGATE," Austin Road, Kowloon, from 1st October.

MERRION, No. 10, PEAK, Furnished or Unfurnished, 6 ROOMS Cheap rental.

For Sale or To Let. (From 1st November, 1913) NO. 1, GOUGH HILL, No. 103, PEAK, BUNGALOW, containing Drawing, Dining and Smoking Rooms and Five Bedrooms.

With Ground for Tennis Court.
To Let or For Sale. "GLENSHIEL," No. 124, Barker Road, Peak, 3 ROOMS.

For Sale. "LAD BROCK," No. 8, Conduit Road, Fine View of Harbour, 3 Rooms, 3 Bathrooms, Garden and Tennis Court. Accommodation for 30 Servants.

For Sale. "HARTING and ROGATE" on part of Kowloon Island Lot No. 1154.
Apply to—Linstead & Davis,
3rd Floor, Alexandra Buildings.
Hongkong, 9th September, 1913. [64]

TO LET

NO. 115, PEAK, "LEWKNOR" Furnished or Unfurnished, 5 ROOMS.
"ROGATE," Austin Road, Kowloon, from 1st October.

MERRION, No. 10, PEAK, Furnished or Unfurnished, 6 ROOMS Cheap rental.

For Sale or To Let. (From 1st November, 1913) NO. 1, GOUGH HILL, No. 103, PEAK, BUNGALOW, containing Drawing, Dining and Smoking Rooms and Five Bedrooms.

With Ground for Tennis Court.
To Let or For Sale. "GLENSHIEL," No. 124, Barker Road, Peak, 3 ROOMS.

For Sale. "LAD BROCK," No. 8, Conduit Road, Fine View of Harbour, 3 Rooms, 3 Bathrooms, Garden and Tennis Court. Accommodation for 30 Servants.

For Sale. "HARTING and ROGATE" on part of Kowloon Island Lot No. 1154.
Apply to—Linstead & Davis,
3rd Floor, Alexandra Buildings.
Hongkong, 9th September, 1913. [64]

TO LET

NO. 115, PEAK, "LEWKNOR" Furnished or Unfurnished, 5 ROOMS.
"ROGATE," Austin Road, Kowloon, from 1st October.

MERRION, No. 10, PEAK, Furnished or Unfurnished, 6 ROOMS Cheap rental.

For Sale or To Let. (From 1st November, 1913) NO. 1, GOUGH HILL, No. 103, PEAK, BUNGALOW, containing Drawing, Dining and Smoking Rooms and Five Bedrooms.

With Ground for Tennis Court.
To Let or For Sale. "GLENSHIEL," No. 124, Barker Road, Peak, 3 ROOMS.

For Sale. "LAD BROCK," No. 8, Conduit Road, Fine View of Harbour, 3 Rooms, 3 Bathrooms, Garden and Tennis Court. Accommodation for 30 Servants.

For Sale. "HARTING and ROGATE" on part of Kowloon Island Lot No. 1154.
Apply to—Linstead & Davis,
3rd Floor, Alexandra Buildings.
Hongkong, 9th September, 1913. [64]

TO LET

NO. 115, PEAK, "LEWKNOR" Furnished or Unfurnished, 5 ROOMS.
"ROGATE," Austin Road, Kowloon, from 1st October.

MERRION, No. 10, PEAK, Furnished or Unfurnished, 6 ROOMS Cheap rental.

For Sale or To Let. (From 1st November, 1913) NO. 1, GOUGH HILL, No. 103, PEAK, BUNGALOW, containing Drawing, Dining and Smoking Rooms and Five Bedrooms.

With Ground for Tennis Court.
To Let or For Sale. "GLENSHIEL," No. 124, Barker Road, Peak, 3 ROOMS.

For Sale. "LAD BROCK," No. 8, Conduit Road, Fine View of Harbour, 3 Rooms, 3 Bathrooms, Garden and Tennis Court. Accommodation for 30 Servants.

For Sale. "HARTING and ROGATE" on part of Kowloon Island Lot No. 1154.
Apply to—Linstead & Davis,
3rd Floor, Alexandra Buildings.
Hongkong, 9th September, 1913. [64]

TO LET

NO. 115, PEAK, "LEWKNOR" Furnished or Unfurnished, 5 ROOMS.
"ROGATE," Austin Road, Kowloon, from 1st October.

MERRION, No. 10, PEAK, Furnished or Unfurnished, 6 ROOMS Cheap rental.

For Sale or To Let. (From 1st November, 1913) NO. 1, GOUGH HILL, No. 103, PEAK, BUNGALOW, containing Drawing, Dining and Smoking Rooms and Five Bedrooms.

With Ground for Tennis Court.
To Let or For Sale. "GLENSHIEL," No. 124, Barker Road, Peak, 3 ROOMS.

For Sale. "LAD BROCK," No. 8, Conduit Road, Fine View of Harbour, 3 Rooms, 3 Bathrooms, Garden and Tennis Court. Accommodation for 30 Servants.

For Sale. "HARTING and ROGATE" on part of Kowloon Island Lot No. 1154.
Apply to—Linstead & Davis,
3rd Floor, Alexandra Buildings.
Hongkong, 9th September, 1913. [64]

TO LET

NO. 115, PEAK, "LEWKNOR" Furnished or Unfurnished, 5 ROOMS.
"ROGATE," Austin Road, Kowloon, from 1st October.

MERRION, No. 10, PEAK, Furnished or Unfurnished, 6 ROOMS Cheap rental.

For Sale or To Let. (From 1st November, 1913) NO. 1, GOUGH HILL, No. 103, PEAK, BUNGALOW, containing Drawing, Dining and Smoking Rooms and Five Bedrooms.

With Ground for Tennis Court.
To Let or For Sale. "GLENSHIEL," No. 124, Barker Road, Peak, 3 ROOMS.

For Sale. "LAD BROCK," No. 8, Conduit Road, Fine View of Harbour, 3 Rooms, 3 Bathrooms, Garden and Tennis Court. Accommodation for 30 Servants.

For Sale. "HARTING and ROGATE" on part of Kowloon Island Lot No. 1154.
Apply to—Linstead & Davis,
3rd Floor, Alexandra Buildings.
Hongkong, 9th September, 1913. [64]

TO LET

NO. 115, PEAK, "LEWKNOR" Furnished or Unfurnished, 5 ROOMS.
"ROGATE," Austin Road, Kowloon, from 1st October.

MERRION, No. 10, PEAK, Furnished or Unfurnished, 6 ROOMS Cheap rental.

For Sale or To Let. (From 1st November, 1913) NO. 1, GOUGH HILL, No. 103, PEAK, BUNGALOW, containing Drawing, Dining and Smoking Rooms and Five Bedrooms.

With Ground for Tennis Court.
To Let or For Sale. "GLENSHIEL," No. 124, Barker Road, Peak, 3 ROOMS.

For Sale. "LAD BROCK," No. 8, Conduit Road, Fine View of Harbour, 3 Rooms, 3 Bathrooms, Garden and Tennis Court. Accommodation for 30 Servants.

For Sale. "HARTING and ROGATE" on part of Kowloon Island Lot No. 1154.
Apply to—Linstead & Davis,
3rd Floor, Alexandra Buildings.
Hongkong, 9th September, 1913. [64]

TO LET

NO. 115, PEAK, "LEWKNOR" Furnished or Unfurnished, 5 ROOMS.
"ROGATE," Austin Road, Kowloon, from 1st October.

MERRION, No. 10, PEAK, Furnished or Unfurnished, 6 ROOMS Cheap rental.

For Sale or To Let. (From 1st November, 1913) NO. 1, GOUGH HILL, No. 103, PEAK, BUNGALOW, containing Drawing, Dining and Smoking Rooms and Five Bedrooms.

With Ground for Tennis Court.
To Let or For Sale. "GLENSHIEL," No. 124, Barker Road, Peak, 3 ROOMS.

For Sale. "LAD BROCK," No. 8, Conduit Road, Fine View of Harbour, 3 Rooms, 3 Bathrooms, Garden and Tennis Court. Accommodation for 30 Servants.

For Sale. "HARTING and ROGATE" on part of Kowloon Island Lot No. 1154.
Apply to—Linstead & Davis,
3rd Floor, Alexandra Buildings.
Hongkong, 9th September, 1913. [64]

TO LET

NO. 115, PEAK, "LEWKNOR" Furnished or Unfurnished, 5 ROOMS.
"ROGATE," Austin Road, Kowloon, from 1st October.

MERRION, No. 10, PEAK, Furnished or Unfurnished, 6 ROOMS Cheap rental.

For Sale or To Let. (From 1st November, 1913) NO. 1, GOUGH HILL, No. 103, PEAK, BUNGALOW, containing Drawing, Dining and Smoking Rooms and Five Bedrooms.

With Ground for Tennis Court.
To Let or For Sale. "GLENSHIEL," No. 124, Barker Road, Peak, 3 ROOMS.

For Sale. "LAD BROCK," No. 8, Conduit Road, Fine View of Harbour, 3 Rooms, 3 Bathrooms, Garden and Tennis Court. Accommodation for 30 Servants.

For Sale. "HARTING and ROGATE" on part of Kowloon Island Lot No. 1154.
Apply to—Linstead & Davis,
3rd Floor, Alexandra Buildings.
Hongkong, 9th September, 1913. [64]

TO LET

NO. 115, PEAK, "LEWKNOR" Furnished or Unfurnished, 5 ROOMS.
"ROGATE," Austin Road, Kowloon, from 1st October.

MERRION, No. 10, PEAK, Furnished or Unfurnished, 6 ROOMS Cheap rental.

For Sale or To Let. (From 1st November, 1913) NO. 1, GOUGH HILL, No. 103, PEAK, BUNGALOW, containing Drawing, Dining and Smoking Rooms and Five Bedrooms.

With Ground for Tennis Court.
To Let or For Sale. "GLENSHIEL," No. 124, Barker Road, Peak, 3 ROOMS.

For Sale. "LAD BROCK," No. 8, Conduit Road, Fine View of Harbour, 3 Rooms, 3 Bathrooms, Garden and Tennis Court. Accommodation for 30 Servants.

For Sale. "HARTING and ROGATE" on part of Kowloon Island Lot No. 1154.
Apply to—Linstead & Davis,
3rd Floor, Alexandra Buildings.
Hongkong, 9th September, 1913. [64]

TO LET

NO. 115, PEAK, "LEWKNOR" Furnished or Unfurnished, 5 ROOMS.
"ROGATE," Austin Road, Kowloon, from 1st October.

MERRION, No. 10, PEAK, Furnished or Unfurnished, 6 ROOMS Cheap rental.

For Sale or To Let. (From 1st November, 1913) NO. 1, GOUGH HILL, No. 103, PEAK, BUNGALOW, containing Drawing, Dining and Smoking Rooms and Five Bedrooms.

With Ground for Tennis Court.
To Let or For Sale. "GLENSHIEL," No. 124, Barker Road, Peak, 3 ROOMS.

For Sale. "LAD BROCK," No. 8, Conduit Road, Fine View of Harbour, 3 Rooms, 3 Bathrooms, Garden and Tennis Court. Accommodation for 30 Servants.

For Sale. "HARTING and ROGATE" on part of Kowloon Island Lot No. 1154.
Apply to—Linstead & Davis,
3rd Floor, Alexandra Buildings.
Hongkong, 9th September, 1913. [64]

TO LET

NO. 115, PEAK, "LEWKNOR" Furnished or Unfurnished, 5 ROOMS.
"ROGATE," Austin Road, Kowloon, from 1st October.

MERRION, No. 10, PEAK, Furnished or Unfurnished, 6 ROOMS Cheap rental.

For Sale or To Let. (From 1st November, 1913) NO. 1, GOUGH HILL, No. 103, PEAK, BUNGALOW, containing Drawing, Dining and Smoking Rooms and Five Bedrooms.

With Ground for Tennis Court.
To Let or For Sale. "GLENSHIEL," No. 124, Barker Road, Peak, 3 ROOMS.

For Sale. "LAD BROCK," No. 8, Conduit Road, Fine View of Harbour, 3 Rooms, 3 Bathrooms, Garden and Tennis Court. Accommodation for 30 Servants.

For Sale. "HARTING and ROGATE" on part of Kowloon Island Lot No. 1154.
Apply to—Linstead & Davis,
3rd Floor, Alexandra Buildings.
Hongkong, 9th September, 1913. [64]

TO LET

NO. 115, PEAK, "LEWKNOR" Furnished or Unfurnished, 5 ROOMS.
"ROGATE," Austin Road, Kowloon, from 1st October.

MERRION, No. 10, PEAK, Furnished or Unfurnished, 6 ROOMS Cheap rental.

For Sale or To Let. (From 1st November, 1913) NO. 1, GOUGH HILL, No. 103, PEAK, BUNGALOW, containing Drawing, Dining and Smoking Rooms and Five Bedrooms.

With Ground for Tennis Court.
To Let or For Sale. "GLENSHIEL," No. 124, Barker Road, Peak, 3 ROOMS.

For Sale. "LAD BROCK," No. 8, Conduit Road, Fine View of Harbour, 3 Rooms, 3 Bathrooms, Garden and Tennis Court. Accommodation for 30 Servants.

For Sale. "HARTING and ROGATE" on part of Kowloon Island Lot No. 1154.
Apply to—Linstead & Davis,
3rd Floor, Alexandra Buildings.
Hongkong, 9th September, 1913. [64]

TO LET

NO. 115, PEAK, "LEWKNOR" Furnished or Unfurnished, 5 ROOMS.
"ROGATE," Austin Road, Kowloon, from 1st October.

MERRION, No. 10, PEAK, Furnished or Unfurnished, 6 ROOMS Cheap rental.

For Sale or To Let. (From 1st November, 1913) NO. 1, GOUGH HILL, No. 103, PEAK, BUNGALOW, containing Drawing, Dining and Smoking Rooms and Five Bedrooms.

With Ground for Tennis Court.
To Let or For Sale. "GLENSHIEL," No. 124, Barker Road, Peak, 3 ROOMS.

For Sale. "LAD BROCK," No. 8, Conduit Road, Fine View of Harbour, 3 Rooms, 3

Walter Palmer & Co.
The Wine Merchants of the East

NAPIER JOHNSTONE'S

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER
150 YEARS.

THE SAME TO-DAY AS IN
1745.

BEWARE OF
IMITATIONS.

SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.,
and from ALL WINE MERCHANTS.

MARTIN'S
APOLLO STEEL
PILLS

A French remedy for all irregularities of the system, and for all diseases of the stomach and bowels. It is a powerful purgative, and its action is gentle and pleasant. It is the only medicine that can be taken at any time, and in any quantity, without any harm. It is the only medicine that can be taken by the most delicate and the most robust. It is the only medicine that can be taken by the most delicate and the most robust. It is the only medicine that can be taken by the most delicate and the most robust.

MARTIN'S
APOLLO STEEL
PILLS

FOR NERVOUS EXHAUSTION

LOSS OF MEMORY and DEBILITY and to feed the NERVES

CHAPOTEAU'S
PHOSPHO-GLYCERATE OF LIME

It increases vital energy and nerve force. cures Neurasthenia, Dyspepsia, Insomnia, and nervous diseases in adults and children.

IN CAPSULES, IN WINE, AND IN SYRUP

THE NEW FRENCH REMEDY, No. 21-23
THERAPION

It is a powerful purgative, and its action is gentle and pleasant. It is the only medicine that can be taken at any time, and in any quantity, without any harm. It is the only medicine that can be taken by the most delicate and the most robust. It is the only medicine that can be taken by the most delicate and the most robust.

THERAPION

PASSED THE CANAL.

August 12th—Diomed, Sunda, Titan, Kish.
August 19th—Machaon.
August 22nd—Albenga, Bayern, Sardinia.
August 26th—Annam, Allmark, Indrakula.
August 29th—Kamo Maru.

September 2nd—Armand Behic, Kouang Si, Macedonia, Perseus, Goldenfels.
September 5th—Idoneus, Samatra, Indrasinha, Neleus.
September 9th—Benaron, Calchaz, Ceylon, Denbighshire, Mandana Maru, Tencer, Monbongshire, Mandana Maru.
September 12th—Bahemia, Derflinger, Deudation, Hitiaki Maru, Jason, Princess Alice, Simla, Arabia, Preussien.
September 16th—Aki Maru, Arpanac, Flintshire, Glaucus, Nippon, Atlantique.

ARRIVALS AT HOME.

September 16th—Persus, Tencer.

ON SALE.

A TABLE OF THE

RATES OF EXCHANGE AT BOMBAY

For Demand Drafts on London on the day of or preceding the departure of the English Mail; also Table of the Yearly Approximate Averages for 36 years.

From 1874 to 1909.

PRICE 22 CASH.

On Sale at the DAILY PRESS Office or Local Booksellers.

THE AMUR REGION. RUSSIAN POLICY AND YELLOW LABOUR.

Russia's Far Eastern policy deferred for many years the development of the enormous Amur territory. The dominating idea in St. Petersburg was to conquer Manchuria. The great Siberian Railway paved the way towards the desired land, and was constructed through Manchuria in spite of well-founded arguments in favour of its continuation through the Amur province. Out of the \$75,000,000 that the Russian Government spent during 15 years (1892-1907) on the Amur provinces only about \$10,000,000 had been supplied for the development of the population and the country; the rest was absorbed for military purposes. A complete change was brought about as a result of the Russo-Japanese war and the awakening of China. Russia's neighbours appeared much stronger than had been supposed, and the long-cherished wish to conquer Manchuria became for the time being a dream. After the war the Amur question became a complicated bundle of economic problems which Russian statesmen are trying to solve at the present time. The Amur policy is now dominated by national and racial antagonisms which hinder the economic progress of the country. The provinces lack population, especially a Russian population. To colonise this enormous area has been the desire of successive Governments, but it must be confessed that little has been achieved. The State grants newcomers 270 acres of land and advances them from £15 to £40 in money, but the Russian peasantry do not regard the far-eastern colony with favour, and many of those who go out return to Siberia or European Russia. Many of them perish and only a few, the strongest and most enterprising, adapt themselves to their new surroundings.

The colonisation of the Amur province is impeded by the absence of all elementary conveniences of civilisation. Road-building is neglected, medical aid practically non-existent, educational wants hardly provided for; in short, even the unexacting Russian peasant finds the primitive conditions of the Amur unbearable. But whilst Russian immigration moves slowly and very surely, the Koreans and Chinese are invading the Amur provinces. The Koreans have increased from 23,000 in 1898 to over 75,000 at the present time. The Chinese number several hundreds of thousands and, in spite of all discouragement, are increasing. Koreans and Chinese are people of an ancient civilisation, well trained in self-help and not accustomed to even the rudimentary comforts of life. Koreans, as well as Chinamen, are very careful husbandmen and industrious workers. Chinese immigrants have taken possession of half of the retail trade, most of the labour in the gold industry and other trades and industries. Russians are unable to compete with them. Hence the now very acute question of "yellow labour" in the Amur provinces. Measures are being taken to prevent it from spoiling the labour market in the colony. It is interesting to note that whilst the administration is excluding and discouraging yellow labour by all means, Russian traders and mill-owners do not approve the policy of the Government. This may be explained by the fact that the Russian settlers were hitherto sufficient to develop the business of the country, and the yellow population has been a considerable factor in its recent progress. The traders and manufacturers who are making full use of yellow labour suffer considerably through the discouragement of yellow workmen. Without the Chinese they may be in some cases left without any workmen, or if they get Russian labour their business may become unprofitable. By excluding yellow labour from the building of the Amur Railway and other State undertakings the Government is obliged to import yearly over 50,000 Russian workmen, paying their fares for thousands of miles, and giving much higher wages than the yellow workmen used to receive. The cost of the work has been increased by 40, 50, and some cases 100 per cent., and the colony does not gain anything by it, as the majority of the workmen leave the Amur provinces at the expiration of their contracts.

It is evident that no private industry can afford to conduct its business on these lines, and it is only natural that the Russian manufacturers in the Amur provinces object to being compelled to do so.

PRIVATE ENTERPRISE.

Besides the ban upon yellow labour, which at present can alone make private enterprise possible, the Amur administration displays a general tendency to develop State enterprise to the detriment of private industries. The administration is suspicious of private enterprises and makes it very difficult for private capital to enter the colony and stimulate its industries. The consequences of this policy are by no means satisfactory from the political or from the economic point of view. As a matter of fact, all these restrictions are felt least of all by the people against whom they are directed, the Koreans, the Chinese, and the Japanese. All are expert in circumventing the local administration, and when hard pressed elsewhere they hold their own in the agricultural and industrial life of the colony: Korean peasants till the soil, the Chinese predominate as small traders, and goldworkers. Japanese capital is taking toll of the exceptional fishery resources of the colony. In the Amur there seems to be no alternative to yellow labour and enterprise except the ruin of the province, unless the administration alters its policy towards private European enterprise.

The chief riches of the Amur are gold, forests, and fish. There are estimated to be over 200,000,000 pounds (5,000,000 tons) of high-grade ore. The gold industry in the far-eastern colony is now in a very primitive state, washing of the simplest kind is applied, and the work is confined to places accessible without the outlay of capital. Chinamen are the principal

WM. POWELL, LTD.

TELEPHONE 346.

TABLE GLASSWARE.

NEW STOCKS OF TABLE GLASSWARE CLEAR CRYSTAL.

—LACE ETCHED—
"WESTMINSTER"

VARIETY OF PLEASING DESIGNS ETCHED PATTERNS.

STOCKS HELD IN EACH PATTERN.

INDO-CHINA PORTLAND CEMENT COMPANY, LTD.

FAMOUS DRAGON BRAND CEMENT

HIGH QUALITY BUILDING CEMENT



ALWAYS IN STOCK

Apply to P. SOFFIETTI & Co., 14, Des Vaux Road Central, 1st Floor. Telephone 289.

FEATS OF MEMORY.

MAN WHO COULD TALK 70 LANGUAGES.

Recounting some feats of memory, an English writer says that when Porson, the famous Greek scholar, was once congratulated on his amazing memory he answered sadly:—"Please don't! My memory is a curse to me rather than a blessing; for it compels me to remember everything I would wish to forget." Of Porson it is said that he never forgot anything he had ever read. Not only could he repeat every line of almost any Greek author, from Homer to Xenophon, but he could give the page and position on the page where it appeared. On one occasion when he was asked whether a certain English word had ever been used by a good authority, he replied without a moment's hesitation:—"There is only one instance, and that is in Fisher's funeral service on the death of Marguerite of Richmond, and you will find it on the third page on the right hand side." And there, sure enough, it was found.

MACAULAY'S AMAZING MEMORY.

"Macaulay," Jas. Stephens once wrote to Greville, "can repeat all Demosthenes by heart, all Milton, and practically the whole of the Bible, both in English and Greek; besides this, his memory retains passages innumerable of every description of books, which in discussion he pours forth with incredible facility." As a child of eight he repeated every line of "The Lay of the Last Minstrel" after one reading; and on one occasion he kept sea-sickness at bay by reciting the whole of "Paradise Lost" during a voyage from Holyhead to Dublin. But even Macaulay had not a more prodigious memory than Cardinal Mezzofanti, who, before his death, could write and converse fluently in 70 languages, with all their variants of dialect—tongues ranging from Chinese to Czechish, and from Welsh to Wallachian. A single reading of a grammar was sufficient for his complete mastery, and in three weeks he became so proficient in Portuguese that he was mistaken for a native of Portugal. One day Cardinal Wiseman met Mezzofanti hurrying away to a propaganda. "What are you going to do there?" he enquired. "To teach the Californians their language," was the startling reply. "But how did you learn Californian?" They taught me," answered the Cardinal; "but they have no grammar. I have made a grammar, and now I am going to teach them to read and write it."

REMEMBERED ALL THE MUSIC.

It has been said of Dr. Hans von Bülow and Rubinstein that, if every note of music worth preserving had been destroyed, they could between them have reproduced every line of it. Verdi, once, for a wager, played faultlessly an entire opera drawn by lot, which he had composed 14 years earlier, and of which he was not allowed to see a note. An equally remarkable story is told of the great operatic singer, Campanini, whose memory was so retentive that he could sing not only his own part, but every other role in all the operas in which he appeared. Sir Squire Bancroft tells, with a reminiscent shudder, how in his early stage years he once appeared in 40

LATEST STEAMER MOVEMENTS

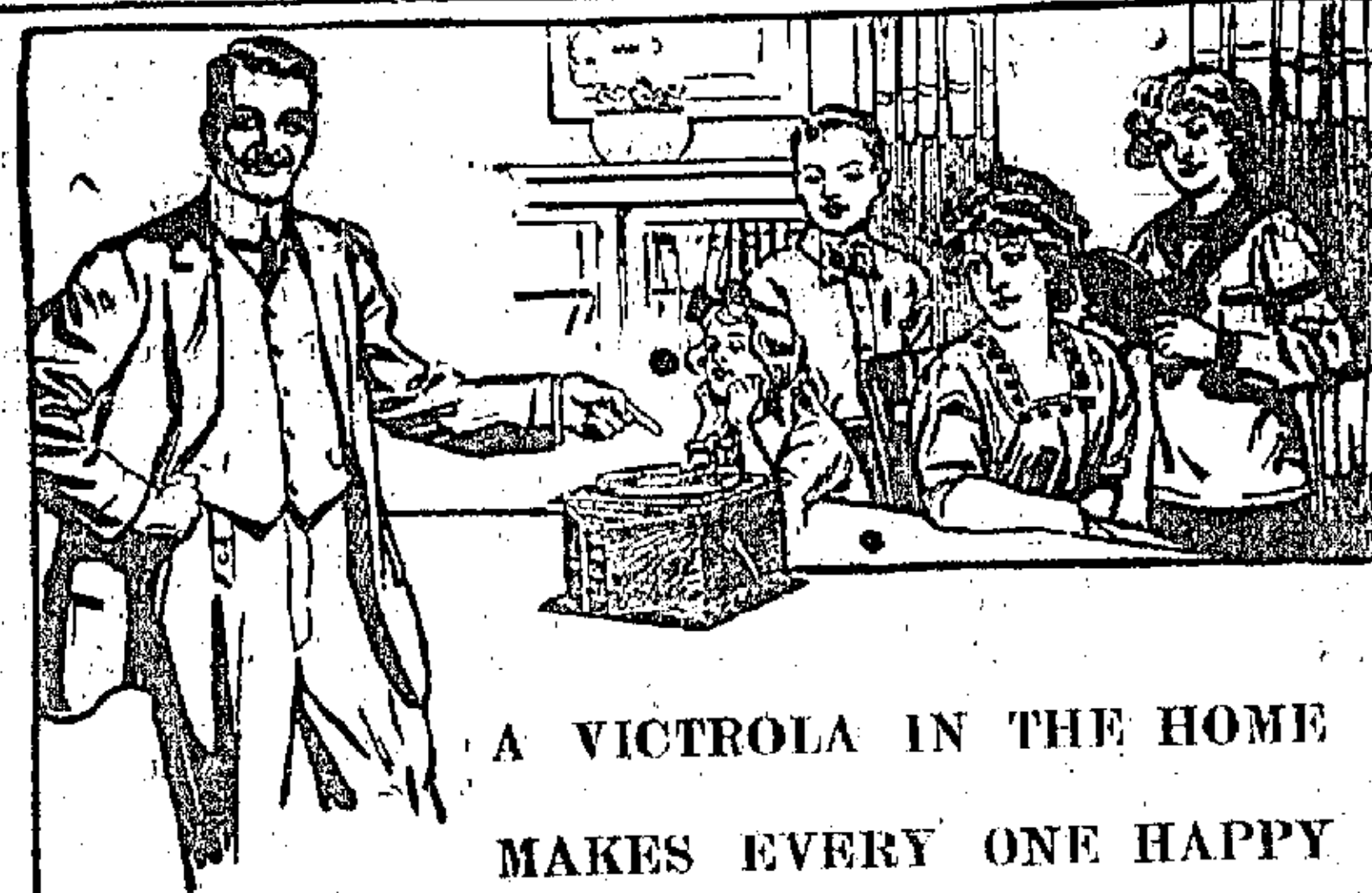
The P. & O. str. *Syria* left Singapore for this port on the 17th September, at 8 a.m., and is due here on the 22nd September, at about 8 a.m.

The C.P.R. str. *Empress of Russia* left Kobe on the 16th September, at 1 p.m., and was due to arrive at Shimidzu on the 17th September, at 6 a.m.

SHIPPING REPORTS.

The British str. *St. Albans* reports: Fine and clear weather, variable winds and smooth seas.

The Chinese str. *Chiquen* reports: Variable winds, squally, southerly swell and threatening appearance generally.



It is a source of endless pleasure to the entire household. Always ready to play at any time for any member of the family, and the Victor repertoire includes every kind of music any one can desire.

PRICES \$35 TO \$345.

EXCLUSIVE DISTRIBUTORS:

S. MOUTRIE & CO., LTD.

NOTICES TO CONSIGNEES

THE "INDRA" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"INDRANI," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at THEIR RISK into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence, either from the wharves, delivery may be obtained. Goods not cleared by the 13th inst., at 6 p.m., will be subject to rent. All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on 18th inst., at 9.30 a.m. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized. No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 11th September, 1913. [1073]

FROM PORTLAND (Or.) AND PUGET SOUND PORTS.

THE H.A.L. Steamship

"C. FRED. LAEISZ," Captain Geissel, having arrived, Consignees are hereby notified to send in their Bills of Lading for Countersignature, and take immediate delivery of Cargo from alongside. Cargo remaining undelivered on 18th inst., at Noon, will be landed at Consignees' risk and expense and delivery must then be taken from the Hongkong and Kowloon Wharf and Godown Co.'s Godowns. Cargo remaining undelivered on 24th inst., at Noon, will, in addition to landing charges, be subject to storage charges. No Fire Insurance whatever will be effected. All chafed and otherwise damaged Cargo to be left on board or in the Godown; the examination of same to be held on 23rd inst., at 10 a.m. Claims must be accompanied by short delivery notes or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of H.A.L. All Claims must be filed on or before the 3th inst., otherwise they will not be recognized.

HAMBURG-AMERICA LINE.

Hongkong Office.

Hongkong, 15th September, 1913. [1080]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES

THE Steamship

"COBLENZ," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Transurs and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained. Optional Cargo will be forwarded on unless information is received from the Consignees before Noon To-day requesting it to be landed here. No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 23rd inst. will be subject to rent. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 9.30 a.m. All Claims must reach us before the 1st Oct., or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & Co., General Agents.

Hongkong, 16th September, 1913. [4]

NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENARTY," FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject to rent. All Claims against the Steamer must be presented to the Undersigned on or before the 27th inst., or they will not be recognized. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 11 a.m. No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 13th September, 1913. [1078]

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. str. *Siberia* left Yokohama, for Hongkong via Manila on the 15th September. The United States mail has been transferred to the M.M. str. *Magellan*, due to arrive in Hongkong on the 23rd September.

THE AUSTRALIAN MAIL.

The E. & A. str. *Eastern*, from Sydney, etc., left Port Darwin on the 6th September for this port via Timor and Manila, and may be expected to arrive here on the 20th September. The N.Y.K. str. *Inaba Maru* (Anastasia Line) left Sydney for this port via ports on the 3rd September, and is expected here on the 22nd September.

THE CANADIAN MAIL.

The C.P.R. str. *Empress of India* left Shanghai on the 15th September, at 8 p.m., and is due to arrive at Hongkong to-day, at 5 a.m. The C.P.R. str. *Empress of Asia* left Vancouver on the 10th September, a.m., and is due to arrive at Hongkong on the 20th September.

MERCHANT STEAMERS.

The chartered str. *Kish* left Singapore for this port on the 12th September, at 7 a.m., and is due here on the 18th September, at about 6 a.m. The str. *Jelunga*, from Calcutta, left Singapore on the 15th September, a.m., and may be expected here on or about the 18th September, a.m.

The P.R.K. str. *Juyo Maru* left Manila for Honolulu on the 28th July, and is due in Hongkong on the 20th September.

The N.Y.K. str. *Iyo Maru* (European Line) left Yokohama for this port via ports on the 10th September, and is expected here on the 22nd September.

The N.Y.K. str. *Penang Maru* (Bombay Line) left Bombay for this port via ports on the 9th September, and is expected here on the 26th September.

The N.Y.K. str. *Yokohama Maru* (American Line) left Seattle for this port via ports on the 26th August, and is expected here on the 28th September.

The Swedish East Asiatic Co.'s str. *Peking* left Port Said on the 2nd September, and is expected to arrive here on the 28th September.

The N.Y.K. str. *Kanagawa Maru* (Calcutta Line) left Calcutta for this port via ports on the 9th September, and is expected here on the 28th September.

The Swedish East Asiatic Co.'s str. *Japan* left Port Said on the 7th September, and is expected to arrive here on the 2nd October.

The N.Y.K. str. *Aki Maru* (European Line) left Marseilles for this port via ports on the 6th September, and is expected here on the 8th October.

The N.Y.K. str. *Sauki Maru* (American Line) left Seattle for this port via ports on the 9th September, and is expected here on the 12th October.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Changang, from Shanghai, is due in Hongkong 20th September.

Fooshing, from Batavia, is due in Hongkong 24th September.

Namsang, from Calcutta, is due in Hongkong 25th September.

Yatsching, from Calcutta, is due in Hongkong 29th September.

SHIRAZ LINE, LIMITED.
Den of Glams, from Singapore, is due in Hongkong 18th September.

Denbighshire, passed the Canal on 9th September, and is due in Hongkong 10th October.

THE DYSENTERY EPIDEMIC.

HOW TO AVOID IT, AND HOW TO FORTIFY THE SYSTEM IN ATTACK.

The gravity of dysentery, which is often so rapidly fatal, cannot be exaggerated. Hence this article, which is published in the best interests of the community.

While at the first onset of diarrhoea everyone should consult his doctor, that the disease may be nipped in the bud, he should remember that the same treatment which will build up his strength to overcome the disease will also prevent him getting it.

Dysentery is eminently a question of nutrition. Hence, a food which is easily assimilated and entirely absorbed from the stomach is the first requisite. Of such foods, none can compare with Sanatogen, of which *The British Medical Journal* states: "Sanatogen is the best of artificial foods, easily retained and easily assimilated."

Some sixteen thousand doctors have endorsed Sanatogen as the greatest revivifying and reinvigorating preparation for fortifying the system against infection.

If, however, dysentery has been contracted, the statement of Mr. Arthur R. Thorburn (The Mission House, Singapore) shows the best chance of speedy recovery. Mr. Thorburn writes: "My wife has for the last sixteen weeks been suffering acutely from dysentery, caught on one of our local steamers coming down the Malay Peninsula. From the very first she has taken Sanatogen, with this happy result, that, instead of being, as many are, after these many weeks of unceasing dysentery a helpless invalid, she is bright and cheerful, and her strength has been largely maintained. She has had no other food for some time simply Sanatogen."

Sanatogen can be obtained of all chemists. All who take it eventually enjoy better health than they have probably ever done before.

SHIPPING IN PORT.

STEAMERS.

ANNU, British str., 1,954, J. B. Harris, 15th September—Shanghai 11th September, General—Butterfield & Swire.

ATAKA MARU, Japanese str., 1,905, Naguchi, 9th September—Chingwangtao 2nd September, Coal—Osaka Shosen Kaisha.

BANRI MARU, Japanese str., 2,269, J. Mase, 11th September—Sourabaya 1st September, Sugar—Mitsui Bussan Kaisha.

BUSHU MARU, Japanese str., 1,968, R. Ito, 12th September—Moji 6th September, Coal—Gilmann & Co.

C. FENO, LIEBES, German str., 3,189, P. Geissel, 15th September—Portland 8th August, Flour—Hamburg-Amerika Linie.

CLARA JENSEN, German str., 1,103, Bondi, 15th September—Swatow 14th September, Rice—Chinese.

DAGNY, Norwegian str., 832, P. Solvessen, 8th September—Saigon 2nd September, Rice—Jensen & Co.

DALVA MARU, Japanese str., 1,725, Okura, 10th September—Wakamatsu 10th September, Coal—Mitsui Bishi Goshi Kaisha.

DINGWALL, British str., 1,296, F. Jones, 15th September—Cardiff 8th July, Coal—Mitsui Bussan Kaisha.

EKURU MARU, Japanese str., 3,087, H. Tomimaka, 9th September—Moji 3rd September, Coal—Mitsui Bussan Kaisha.

GOZAN MARU, Japanese str., 2,560, M. Tanaka, 14th September—Port Arthur 7th September, Coal—Order.

HONGKONG MARU, Japanese str., 3,402, S. Togo, 9th September—San Francisco 12th August, General—Toyo Kisen Kaisha.

HONGKONG, French str., 739, A. Marquerite, 14th September—Pakhoi 13th September, General—A. R. Marly.

KANAKUK, British str., 2,593, Beynon, 4th September—Haiphong 3rd September, Ballast—Standard Oil Co.

KIELD, Norwegian str., 210, F. Helleso, 13th September—Saigon 7th September, Rice—Kum Sang & Co.

KOREA, American str., 5,651, A. W. Nelson, 13th September—San Francisco 12th August, Mails and General—Pacific Mail S.S. Co.

LANDRAT SCHIEFF, German str., 1,612, A. Struve, 10th September—Saigon 6th September, Rice—Siemssen & Co.

MAUSANG, British str., 1,414, G. H. Alecock, 8th September—Sandakan 2nd September, Timber—Jardine, Matheson & Co.

PITSANULOK, German str., 1,267, W. Taubert, 14th September—Bangkok 7th September, Rice—Butterfield & Swire.

SADO MARU, Japanese str., 3,380, Asakawa, 15th September—Shanghai 9th September, General—Nippon Yusen Kaisha.

SCOTTISH MONARCH, British str., 3,267, W. H. Patterson, 12th September—New York 9th July, Oil—Standard Oil Co.

SHINKEI MARU, Japanese str., 3,814, Y. Murase, 8th September—Nagasaki 2nd September, Coal—Mitsui Bussan Kaisha.

SHUNTO MARU, Japanese str., 7,226, H. S. Smith, 12th September—San Francisco 10th August, General—Toyo Kisen Kaisha.

SOSU MARU, Japanese str., 1,803, K. Tashiro, 14th September—Swatow 13th September, General—Osaka Shosen Kaisha.

TEIKWA MARU, Japanese str., 2,942, Kichio, 14th September—Mororan, Coal—Mitsui Bussan Kaisha.

UNKA MARU, Japanese str., 2,275, Tanaka, 9th September—Moji 3rd September, Coal—Mitsui Bussan Kaisha.

WINGSANG, British str., 1,748, Lishman, 12th September—Hongkong 10th September, Coal—Jardine, Matheson & Co.

YUENSANG, British str., 1,128, E. W. Schenk, 16th September—Manila 13th September, General—Jardine, Matheson & Co.

ON SALE.

BOUND VOLUMES OF THE HONGKONG WEEKLY PRESS, JANUARY TO JUNE, 1913. With Index. Price \$7.50.

On Sale at the "HONGKONG DAILY PRESS" Office, Hongkong, 30th July, 1913.

A TRANSATLANTIC BEACON.

ENGLISH MEMORIAL TO THE PILGRIM FATHERS.

Nothing could have better typified the fundamental friendship of Great Britain and the United States, or their emulation in cultivating the best memories of the past, than the unveiling of the Memorial to the Pilgrim Fathers at Southampton yesterday, says the *Full Mail* Journal of the 21st August.

The American Ambassador, Mr. Walter Hines Page, who performed the ceremony, had a most gratifying reception at the hands of the Mayor, Lieutenant Bowyer, R.N.R., the corporation, the local notabilities, and a distinguished group of American visitors and delegates, many of them being lineal descendants from Winslow, Brewster, and others of the *Mayflower* group.

The monument stands on the actual site, as is believed, of the *Mayflower's* point of departure, on August 16th, 1620, and yesterday was the two hundred and ninety-third anniversary. The monument is a square and tapering pedestal of Portland stone, crowned with a colonnaded lantern or cupola containing the representation of an old-time beacon, and crowned with a gilt dome, itself surmounted by a tiny model of the *Mayflower*, like a weather-vane. From the front side of the pedestal stands out a carved representation of the *Mayflower's* prow, and below, on the base, is a series of panels inscribed to the memory of Pilgrim ancestors of the donors. The memorial stands fifty feet high, on part of the ancient city wall, not far from the esplanade pier, and can be discerned easily for many miles out at sea.

THE SPEECH.

The Ambassador made a delightful speech interspersed with flashes of humour.

"Your language," he said to his English audience, "is at least one branch of the English language."

Referring to the start of the colonists to Lovell's phrase as the only colony that went in search of God and not of gold, he went on to sketch the English life at the time.

Men did not yet use forks when they ate. The eastern counties were yet marshes. The plague came forty-five years afterwards. There was no tinware, nor china dishes, nor coffee, nor tea. An iron plough was yet a curiosity. Underclothing was just coming into fashion, and the use of starch was a rarity that caused much trouble in the churches. (Laughter.) Fenced fields and paved roads were unknown. Men travelled on horseback, for wheeled vehicles were not yet common.

It was in this world of primitive tools and meagre variety of life that the English harked themselves with destiny. But it was a wonderful era, nevertheless.

It was the time of Shakespeare, who died while the Pilgrims were in Holland. King James' Bible was published nine years before the *Mayflower* set out from this port, and Sir Walter Raleigh's career of noble adventure had been cut short two years before by his execution.

In the simple, barren life of the English folk a great spirit of adventure stirred, and there were no bolder adventurers than these men that linked themselves with the Deity.

At this time—during the residence of the Pilgrims in Holland—a successful English settlement had been made at Jamestown, in Virginia, by men that saw life in somewhat gayer colours, but these, too, saw it with English eyes.

The Pilgrims once discussed going to Jamestown, but to go there, where the political bishops still held jurisdiction, was too much like going back to England itself. The Puritan and the Cavalier, even to this day, have preserved something of their differences in the New World, thus giving good balance and variety to life there. Pilgrim and Cavalier alike in the New World have shown this.

A comely young woman of the Pilgrim congregation in Holland, you will recall, brought a velvet hood and wore whalebone in the bodice and the sleeves of her frock, and "laid in bed on the Lord's Day till nine o'clock and hindered the exercise of the Word" (laughter)—and such a scandal arose as caused her kinsmen to come over from England to hush the trouble. (Laughter.) After twelve weeks of wrangling they were put out of the church. (Renewed laughter.)

But you will observe that they were both English, and in the course of time blood proved itself stronger than political bishops or the love of making others worship according to your own conscience.

For in Massachusetts the comely lady now wears her velvet hood, and has as much whalebone in her bodice as she pleases without causing a schism—(laughter)—and she has jewels on her neck to boot, and sleeps till ten o'clock, if she will, without hindering the exercise of the Word (laughter.) Thus time and the Cavalier have won.

But even in Virginia and at your own Court, American gentlemen must wear the dull colours of the Puritan era; and thus time and the Pilgrim also have won. But Priscilla wrought her will with John Alden, and has continued to rule him as she did in the beginning—which likewise is a mark of Republican simplicity. (Laughter.)

And Pilgrim and Puritan and Cavalier, different yet, are yet one in that they are English still. And thus, in spite of the fusion of races, and of the great contributions of other nations to her 100,000,000 people and to her incalculable wealth, the United States is yet English-blooded and English-rooted.

The hand of destiny that the Pilgrims called the hand of God, and the Cavalier regarded as the beckoning to a spirited adventure, yet points the path of the great Republic's progress.

THE YOKOHAMA DOCK CO., LIMITED.

Telegraphic Address—"DOCK," Yokohama.

Codes used—A.B.C. 4th and 5th Editions, Lieber's, Scott's, A.I. and Watkin's.

DRY DOCK DEPARTMENT.—Telephone Nos. 372, 506, or 6-1.

NO. 1 DOCK. Docking Length 515 ft. NO. 2 DOCK. Docking Length 376 ft. NO. 3 DOCK. Docking Length 431 ft.

Every description of repair work is undertaken. A large assortment of material including tail shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants etc. Manufacturers of engines, boilers, tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT:—92 buildings, principally of brick and steel, 310 entrances. 37 buildings are private bonded warehouses. Floor area 68,248 square yards, or 14.1 acres. Custom-house brokerage and insurance undertaken. Rates moderate. Mooring Basin, 600 feet by 100 feet by 25 feet deep, adjoining the docks and warehouses.

"HONGKONG DAILY PRESS" PUBLICATIONS.

DIRECTORY AND CHRONICLE OF THE FAR EAST \$10.00
Do. Do. Smaller Edition 4.00
CHILDREN OF FAR CATWAY, A Social and Political Novel, by C. J. Halcombe 3.50
THE JUBILEE OF HONGKONG, being an Historical Sketch, to which is added an Account of the Celebrations in 1911 1.00
THE HONGKONG TYPHOON, 1874, 18th 1906, Illustrated Account 0.50
TEMPORARY MINING REGULATIONS IN CHINA 0.50
REGULATIONS FOR RAILWAY CONSTRUCTION IN CHINA 0.50
HONGKONG HANSARD REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL, Published Annually 5.00
MOVING OF NAVAL GUNS and their Subsequent Use with the Ladysmith Relief Column 1.00
WARRICK EXPLOITS OF THE MERCHANT NAVY, by J. E. Featherstonhaugh 1.00
POLITICAL OBSTACLES TO MIS- SIONARY SUCCESS IN CHINA 0.25
TRADE MARK REGULATIONS IN CHINA 0.25

ON SALE. THE DIRECTORY AND CHRONICLE 1913.

FOR CHINA, JAPAN, COREA, INDIA, CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, ETC.

FIFTY-FIRST ANNUAL ISSUE.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherlands India to Siberia, in which Europeans reside.

Not only is the Directory as full and complete in each case as it can be made, but each Colony, Port or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which will serve as accurate GUIDES FOR THE TOURIST, giving every detail in connection with the places, their History, Topography, &c., &c.

The information in these Descriptions, consisting of a hundred interesting articles, packed with facts concisely set out, and containing statistics of the Trade of each Country and Port, would alone suffice to fill a large volume.

Royal Octavo—Complete with Fifteen Maps, and Plans, pp. 1,350, \$10.00. Directory only, pp. 364, \$6.00.

The Directories and Descriptions are of—

CHINA.
Peking, Soochow, Canton, Tientsin, Chinkiang, Whampoa, Peitaiho, Nanking, Kowloon, Chingwangtao, Wuhu, Lappa, Taku, Kewkiang, Samahui, Antung, Kungmoon, Nanning, Manchurian Yehow, Wuchowfu, Trade Cities, Shansi.
Newchwang, Ichang, Kwangchauwan, Dairen, Chungking, Pakhoi, Port Arthur, Hangchow, Chefoo, Ningpo, Langchow, Weihaui, Wenghow, Mingtze, Kiaochau, Santa, Hokow, Tsinanfu, Foochow, Szemao, Mukden, Amoy, Tengyueh, Shanghai, Swatow.

JAPAN AND FORMOSA.
Tokyo, Osaka, Keelung, Yokohama, Moji, Tainanfu, Hyogo, Nagasaki, Takow, Kobe, Hakodate, Anping, Shimomoseki, Tamsui.
EASTERN STRAITS.
Vladivostok, Nicolajevsk, Chosen.

SEOUT, Wonsan, Mokpo, Chemulpo, Fusan, Chinnampo, Dairen, Pingyang, Songchin.
HONGKONG AND ITS DEPENDENCIES, MACAO.
Hanoi, Annam, Tourane, Haiphong, Hué, Saigon, Tonkin Provinces, Quinhon, Cambodia, Philippines, Cebu.

Manila, Borneo, Sarawak, Labuan, Brunei, British North Borneo.
BANGKOK.
SINGAPORE, Penang, Malacca, Prov. Wellesley, Malay States, Pahang, Negri Sembilan, Johore, Kedah, Kelantan, Trengganu, Perlis.

NETHERLANDS INDIA.
Batavia, Samarang, Padang, Buitenzorg, Sourabaya, Macassar, East Coast of Sumatra.
NAVAL SQUADRONS.
British, German, Austrian, French, Japanese, United States, Siamese, Italian.

WEATHER REPORT.

On the 16th at 17.10.—Red South Cone and drum hoisted.

On the 17th at 5.15.—No. 2 night signal hoisted.

At 5.15.—Black South Cone and drum hoisted. At 11.50 a.m.—The northern depression is now central to the north of Japan.

Pressure has increased moderately over N.E. China and over the Bonins, and slightly over the Philippines. It has decreased slightly over Formosa and along the coast of China to Haiphong.

At 6 a.m. this morning the centre of the typhoon was about 50 miles to the east of the Pratas.

It now appears to be curving northward. Hongkong rainfall for 24 hours ending at 10 a.m. today, 0.05 inches.

The forecast for the 24 hours ending at noon today is as follows:

Distraict FORMOSA.

Hongkong & Neighbourhood { Cyclonic gales.

Formosa Channel { The same as Hongkong and Loochoo. No. 2.

South coast of China between West winds, Hongkong and Hainan... moderate.

N.W. to W. winds, moderate to fresh fair at first, some rain later.

CHINA COAST METEOROLOGICAL REGISTER.

17th September, 1913, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Direction Force.	Weather.
----------	-------	-------------------------	--------------	-----------	------------------	----------

Vladivostok	7 a.m.	29.84	57	—	—	0 b
Nemuro	6 a.m.	29.91	—	—	SE	0
Hakodate	"	29.91	—	—	—	0
Tokio	"	29.97	—	—	NW	1
Koshi	"	29.97	—	—	WSW	1
Nagasaki	"	29.97	—	—	—	0
Kagoshima	"	29.96	—	—	NE	1
Oshima	"	29.93	—	—	S	2
Naha	"	29.91	—	—	—	0
Ishijima	"	29.84	—	—	—	5
Bonin Is.	"	29.99	—	—	WSW	2
Chefoo	"	—	—	—	—	—
Wahaiwei	"	30.04	71	50	NW	6 c
Hangchow	"	—	—	—	—	—
Ichang	"	—	—	—	—	—
Kiukiang	"	—	—	—	—	—
Changsha	"	—	—	—	—	—
Shanghai	"	29.90	70	100	NE	2 or
Gutzlaff	"	29.92	73	—	ENE	4 or
Sharp Peak	7 a.m.	29.74	81	—	N	5 or
Amoy	6 a.m.	29.69	81	91	N	2
Swatow	"	29.68	80	87	NW	1
Taihou	5 a.m.	29.71	—	—	E	4
Taihu	"	29.72	—	—	—	0
Taiwan	"	29.74	—	—	S	2
Kashan	"	29.74	—	—	E	6
Pescadore	"	29.70	—	—	SW	2
Canton	9 a.m.	29.77	81	87	E	1 c
Hongkong	6 a.m.	29.67	78	95	—	0 c
Gap Rock	"	29.74	—	—	WNW	2 c
Macao	"	29.76	78	—	N	1 of
Wuchow	9 a.m.	—	—	—	—	—
Hohow	"	—	—	—	—	—
Pakhoi	6 a.m.	29.77	77	—	E	3
Paunien	"	29.80	71	—	SSW	4
C. St. James	"	29.91	77	—	SW	4
Apari	"	29.85	79	—	SE	4
Manila	"	29.85	79	—	SE	1 d
Legaspi	"	29.84	79	—	SE	1 d
Bacolod	9 a.m.	29.81	82	—	SW	2
Iloilo	"	29.82	84	—	SE	1 b
Cebu	"	29.82	84	—	S	1 b
Labuan	"	29.85	84	—	—	—

T. F. CLAXTON, Director.

1 BAROMETRA, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.

TEMPERATURE, in the shade, in degrees Fahrenheit.

3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 DIRECTION OF WIND, to two points.

5 FORCE OF WIND, according to Beaufort Scale.

6 STATE OF WEATHER, in blue sky, c. detached cloud, d. drizzling rain, f. fog, g. gloomy, h. hail, lightning, o. overcast, p. passing showers, q. equal, r. rain, s. snow, t. thunder, v. visibility, w. dew (wet), 7 RAIN in inches tenths and hundredths.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, September 17th

Barometer	29.77	29.76	29.71
Temperature	81	78	85
Humidity	96	95	78
Wind Direction	NE	—	West
Force	1	0	—
Weather	opt	0	c.
Rain	—	0.05	—

Highest open air Temperature on 16th... 86

Lowest open air Temperature on 16th... 78

HONGKONG TIDE TABLE.

From 18th to 24th September, 1913.

Days of Week	Days of Month	High Water		Low Water	
		H. Time	H. Height	L. Time	L. Height

Thurs.	18	h. m.	ft. n.	h. m.	ft. n.
		10 38	6 3	4 48	2 6
Fri.	19	11 19	5 8	5 25	2 8
		10 53	6 5	5 21	3 3
Satur.	20	11 56	5 3	5 33	3 6
		0 54	4 7	5 53	3 9
Sun.	21	11 54	6 9	5 40	3 8
		2 54	4		

VESSELS ON THE BERTH

WORLDWIDE LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

For EUROPE
(via usual Ports of Call).

THE I.G.M. Steamship

"LUETZOW"
Captain H. Textor, will leave for the above
places TO-DAY, the 18th inst., at 10 A.M.
For further particulars, apply to
NORDDEUTSCHE LLOYD,
MELCHERS & Co.,
General Agents,
Hongkong, 16th September, 1913.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION
COMPANY.

STEAM FOR STRAITS, CEYLON,
AUSTRALIA, INDIA, ADEEN,
EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERMAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"ASSAYE"
Captain G. J. Coldwell, carrying His
Majesty's Mail, will be despatched from
this port for BOMBAY, on SATURDAY,
the 20th September, 1913, at Noon, taking
Passengers and Cargo for the above Ports,
in connection with the C.A. S.S. "MOOLAN,"
from Colombo, passengers' accommodation
in which vessel is secured before departure
from Hongkong.

Silk and Valuables and Tea and Cargo for
France and London (under arrangement)
will be transhipped at Colombo into the
Mail Steamer proceeding direct to
Marseilles and London, other Cargo for
London, &c., will be conveyed via Bombay
in the S.S. "PERMA" due in London on
the 8th November, 1913.

Parcels will be received at the Office
until 4 P.M. the day before sailing. The
contents and value of all packages are
required.

For further particulars, apply to
E. A. HEWITT,
Superintendent.
Hongkong, 15th September, 1913.

THE AMERICAN AND ORIENTAL
LINE.

FOR BOSTON AND NEW YORK VIA
SUEZ CANAL.
(With liberty to call at the Malabar Coast.)

THE Steamship

"AFGHAN PRINCE"
Captain Whalley, will be despatched as above
on MONDAY, the 20th September.
For Freight and passage, apply to
ARNHOLD, KARBURG & Co.,
General Agents,
Hongkong, 16th September, 1913.

GLEN LINE (McGREGOR, GOW
& CO.), LTD.

THE Steamship

"GLENLOGAN" (Capt. JAS. McGRIGOR).
FOR GLASGOW, LONDON AND
ANTWERP.

The above Steamer will be despatched for the
Port of Antwerp, on SATURDAY, the 4th October.
The Vessel has excellent accommodation for
80 Saloon Passengers, all Cabins Ample, and
is fitted with Electric Light and Fans in
every cabin.

A duly qualified Stewardess and Doctor are
carried.
Attention is particularly directed to the
Moderate Rates charged, viz.—

Saloon Passage, Hongkong to Glasgow,
London, or Antwerp, £40.
For Freight or passage, apply to
SHEWAN TOMES & Co.,
Agents,
Hongkong, 4th September, 1913.

FOR EUROPE AND AMERICA.

INDIA, AUSTRALIA, &c.,

and for

PRIVATE RESIDENTS AT THE OUTPOSTS,
A Comprehensive and Complete Record
of the

NEWS OF THE FAR EAST

is given in the

HONGKONG WEEKLY
PRESS.

with which is incorporated
The China Overland Trade Report.
Subscription, paid in advance,
\$12 per annum. Postage
2s to any part of
the World.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K", nearest Hongkong "H", and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, VIA USUAL PORTS OF CALL	ASSAYE	Brit. str.	—	G. J. Coldwell	P. & O. S. N. Co.	On 27th inst. at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	NORB	Brit. str.	—	D. Asbury	P. & O. S. N. Co.	About 1st Oct.
LONDON & ANTWERP	RADNORSHIRE	Brit. str.	—	J. J. Matheson	J. J. Matheson & Co., Ltd.	On 15th Oct.
HAYE, ANTWERP & HAMBURG, &c.	GRABULA	Ger. str.	K. W.	Hansen	HAMBURG-AMERIKA LINE	On 22nd inst.
HAYE & HAMBURG, &c.	SENDEMBIA	Ger. str.	K. W.	Kober	HAMBURG-AMERIKA LINE	On 30th inst.
MARSEILLES VIA SAIGON, SPORE, COLOMBO, PORT SAID	MAGELLAN	Fr. str.	—	—	MESSAGERIES MARITIMES	On 23rd inst. at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KITANO MARU	Jap. str.	K. W.	P. E. Cope	NIPPON YUSEN KAISHA	On 24th inst. at D'light
MARSEILLES, EMDEN & HAMBURG, &c.	SEIRIA	Ger. str.	K. W.	Hannecke	HAMBURG-AMERIKA LINE	On 3rd Oct.
MARSEILLES, HAYE & HAMBURG, &c.	KORONA	Ger. str.	—	Vogeler	HAMBURG-AMERIKA LINE	On 5th Oct.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLEASANT	DER OF GLAMIS	Brit. str.	—	R. Shimizu	JARDINE, MATHESON & Co., Ltd.	On 20th inst.
VICTORIA, B.C. & SEATTLE VIA KESLUNG, &c.	AWA MARU	Jap. str.	—	F. S. S.	YAMATO KAISEN KAISHA	On 23rd inst. at 4 P.M.
VICTORIA, B.C. & TACOMA VIA KESLUNG, &c.	MEXICO MARU	Jap. str.	—	N. K. Matsui	YAMATO KAISEN KAISHA	On 2nd Oct. at 1 P.M.
VICTORIA, B.C. & TACOMA VIA KESLUNG, &c.	LUTZOW	Ger. str.	—	H. Textor	MELCHERS & Co.	On 15th Oct. at 1 P.M.
NAPLES, GENOA, ALGERES, GIBRALTAR, SOUTHAMPTON	AUSTRIA	Aus. str.	—	—	SANDER, WILSON & Co.	About 1st Oct.
TRIESTE, POME, VENICE VIA SINGAPORE, &c.	GLENLOGAN	Brit. str.	—	J. McGregor	SANDER, WILSON & Co.	On 4th Oct.
GLASGOW, LONDON & ANTWERP	AFGHAN PRINCE	Am. str.	—	W. Knitsky	ARNHOLD, KARBURG & Co.	On 29th inst.
BOSTON & NEW YORK VIA SUEZ CANAL	AMERICA	Am. str.	K. W.	W. Knitsky	HAMBURG-AMERIKA LINE	To-morrow.
NEW YORK	SEIRIA	Brit. str.	2 m.	—	DOEWELL & Co., Ltd.	About 9th Oct.
YANCOUVER VIA SHANGHAI, JAPAN, &c.	HONGKONG MARU	Jap. str.	K. W.	S. Togo	CANADIAN PACIFIC CO., Ltd.	On 15th inst. at Noon.
VANCOUVER, SEATTLE and/or TACOMA & PLEASANT	KORONA	Am. str.	—	—	HAMBURG-AMERIKA LINE	On 30th inst.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	SEIRIA	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 30th inst. at 1 P.M.
SAN FRANCISCO VIA KESLUNG & JAPAN, &c.	SEIRIA	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 4th Oct. at 1 P.M.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	SEIRIA	Am. str.	—	—	GIBB, LIVINGSTON & Co.	To-morrow, at 11 A.M.
AUSTRALIAN PORTS VIA MANILA	ST. ALBANS	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 24th inst. at Noon.
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	M. Winckler	BUTTERFIELD & SWIRE	On 24th inst. at 3 P.M.
AUSTRALIAN PORTS VIA MANILA	TAIYUAN	Brit. str.	1 m.	W. B. Brown	MELCHERS & Co.	On 4th Oct. at 9 A.M.
AUSTRALIAN PORTS VIA MANILA	COBLENZ	Ger. str.	—	L. Klugshitz	Yamato Kaisha	On 4th Oct. at Noon.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	BUKO MARU	Jap. str.	—	—	YAMATO KAISEN KAISHA	Quick despatch.
JAPAN	SEIRIA	Brit. str.	—	J. R. O. Sullivan	JAVA-CHINA JAPAN LINE	On 21st inst.
YOKOHAMA, KOBE & MOJI	YOKOHAMA	Brit. str.	—	Chidley	DAVID SASSOON & Co., Ltd.	On 29th inst. at 4 P.M.
YOKOHAMA, KOBE & MOJI	YOKOHAMA	Brit. str.	—	—	SANDER, WILSON & Co.	About 27th inst.
YOKOHAMA, KOBE & MOJI	YOKOHAMA	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 25th inst. at 11 A.M.
YOKOHAMA, KOBE & MOJI	YOKOHAMA	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 25th inst. at 5 P.M.
YOKOHAMA, KOBE & MOJI	YOKOHAMA	Brit. str.	—	—	OSAKA SHOSSEN KAISHA	On 20th inst. at Noon.
YOKOHAMA, KOBE & MOJI	YOKOHAMA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 25th inst. at Noon.
YOKOHAMA, KOBE & MOJI	YOKOHAMA	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
YOKOHAMA, KOBE & MOJI	YOKOHAMA	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
YOKOHAMA, KOBE & MOJI	YOKOHAMA	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 20th inst. at D'light.
YOKOHAMA, KOBE & MOJI	YOKOHAMA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th inst.
YOKOHAMA, KOBE & MOJI	YOKOHAMA	Brit. str.	—	—	HAMBURG-AMERIKA LINE	On 21st inst.
YOKOHAMA, KOBE & MOJI	YOKOHAMA	Brit. str.	—	—	MESSAGERIES MARITIMES	About 22nd inst.
YOKOHAMA, KOBE & MOJI	YOKOHAMA	Brit. str.	—	—	P. & O. S. N. Co.	On 23rd inst. at Noon.
YOKOHAMA, KOBE & MOJI	YOKOHAMA	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 25th inst. at 4 P.M.
YOKOHAMA, KOBE & MOJI	YOKOHAMA	Brit. str.	—	—	BUTTERFIELD & SWIRE	About 25th inst.
YOKOHAMA, KOBE & MOJI	YOKOHAMA	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 26th inst. at Noon.
YOKOHAMA, KOBE & MOJI	YOKOHAMA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 27th inst. at M'night.
YOKOHAMA, KOBE & MOJI	YOKOHAMA	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 27th inst.
YOKOHAMA, KOBE & MOJI	YOKOHAMA	Brit. str.	—	—	ARTHUR NISBON & Co.	On 28th inst.
YOKOHAMA, KOBE & MOJI	YOKOHAMA	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 1st Oct. at 6 A.M.
YOKOHAMA, KOBE & MOJI	YOKOHAMA	Brit. str.	—	—	SANDER, WILSON & Co.	About 2nd Oct.
YOKOHAMA, KOBE & MOJI	YOKOHAMA	Brit. str.	—	—	ARTHUR NISBON & Co.	Quick despatch.
YOKOHAMA, KOBE & MOJI	YOKOHAMA	Brit. str.	—	—	JAVA-CHINA JAPAN LINE	To-day, at 10 A.M.
YOKOHAMA, KOBE & MOJI	YOKOHAMA	Brit. str.	—	—	OSAKA SHOSSEN KAISHA	To-day, at 11 A.M.
YOKOHAMA, KOBE & MOJI	YOKOHAMA	Brit. str.	—	—	DOUGLAS, LAPELLE & Co.	To-morrow, at 11 A.M.
YOKOHAMA, KOBE & MOJI	YOKOHAMA	Brit. str.	—	—	DOUGLAS, LAPELLE & Co.	On 23rd inst. at 11 A.M.
YOKOHAMA, KOBE & MOJI	YOKOHAMA	Brit. str.	—	—	DOUGLAS, LAPELLE & Co.	On 25th inst. at 11 A.M.
YOKOHAMA, KOBE & MOJI	YOKOHAMA	Brit. str.	—	—	DOUGLAS, LAPELLE & Co.	On 20th inst. at 2 P.M.
YOKOHAMA, KOBE & MOJI	YOKOHAMA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 23rd inst. at 4 P.M.
YOKOHAMA, KOBE & MOJI	YOKOHAMA	Brit. str.	—	—	SEWAN, TOMES & Co.	On 24th inst. at 4 P.M.
YOKOHAMA, KOBE & MOJI	YOKOHAMA	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 27th inst. at 2 P.M.
YOKOHAMA, KOBE & MOJI	YOKOHAMA	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 4th Oct. at 4 P.M.
YOKOHAMA, KOBE & MOJI	YOKOHAMA	Brit. str.	—	—	—	Quick despatch.
YOKOHAMA, KOBE & MOJI	YOKOHAMA	Brit. str.	—	—	—	To-day.
YOKOHAMA, KOBE & MOJI	YOKOHAMA	Brit. str.	—	—	—	On 22nd inst.
YOKOHAMA, KOBE & MOJI	YOKOHAMA	Brit. str.	—	—	—	On 23rd inst.
YOKOHAMA, KOBE & MOJI	YOKOHAMA	Brit. str.	—	—	—	On 30th inst. at 2 P.M.
YOKOHAMA, KOBE & MOJI	YOKOHAMA	Brit. str.	—	—	—	To-day, at Noon.
YOKOHAMA, KOBE & MOJI	YOKOHAMA	Brit. str.	—	—	—	End of Sept.
YOKOHAMA, KOBE & MOJI	YOKOHAMA	Brit. str.	—	—	—	To-day, at 10 A.M.

CANADIAN PACIFIC
ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1913.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

TO VANCOUVER						TO L'POOL		FROM L'POOL		FROM VANCOUVER					
Steamers	Hong-kong	Shanghai	Nagasaki	Kobe	Yokohama	Vancon-ver	Quebec	Liver-pool	Quebec	Steamers	Vancon-ver	Yokohama	Kobe	Nagasaki	Hong-kong
EMPERESS OF INDIA	24 Sept.	27 Sept.	29 Sept.	1 Oct.	3 Oct.	15 Oct.	23 Oct.	30 Oct.	15 Aug.	22 Aug.	27 Aug.	10 Sept.	11 Sept.	13 Sept.	18 Sept.
EMPERESS OF ASIA	8 Oct.	10 Oct.	12 Oct.	14 Oct.	16 Oct.	25 Oct.	30 Oct.	6 Nov.	29 Aug.	5 Sept.	10 Sept.	21 Sept.	22 Sept.	24 Sept.	29 Sept.
EMPERESS OF JAPAN	22 Oct.	25 Oct.	27 Oct.	29 Oct.	31 Oct.	12 Nov.	20 Nov.	27 Nov.	12 Sept.	19 Sept.	24 Sept.	8 Oct.	9 Oct.	11 Oct.	16 Oct.
EMPERESS OF RUSSIA	5 Nov.	7 Nov.	9 Nov.	11 Nov.	13 Nov.	22 Nov.	27 Nov.	4 Dec.	—	—	1 Oct.	17 Oct.	20 Oct.	22 Oct.	28 Oct.
EMPERESS OF INDIA	19 Nov.	22 Nov.	24 Nov.	26 Nov.	28 Nov.	10 Dec.	18 Dec.	25 Dec.	26 Sept.	3 Oct.	8 Oct.	19 Oct.	20 Oct.	22 Oct.	27 Oct.
EMPERESS OF ASIA	3 Dec.	5 Dec.	7 Dec.	9 Dec.	11 Dec.	20 Dec.	25 Dec.	1 Jan.	10 Oct.	17 Oct.	22 Oct.	5 Nov.	6 Nov.	8 Nov.	13 Nov.

PASSAGE RATES—HONGKONG TO LONDON.

Steamers	Meals and Sleeping	Car Berth across	Canada 2s additional.
EMPERESS OF RUSSIA	£71.10	£71.10	
EMPERESS OF ASIA	£65	£65	
EMPERESS OF INDIA	£65	£65	
EMPERESS OF JAPAN	£43	£43	

SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil & Missionaries, etc. Particulars will be furnished on application.
AROUND THE WORLD RATES in connection with SUEZ MAIL LINES or SIBERIAN ROUTE.
Passengers may proceed by Rail between Ports of Call in Japan if so desired.

THE "EMPERESS OF RUSSIA" AND "EMPERESS OF ASIA"

registered tonnage 16,850, displacement 34,000 tons, are now quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific.

SPLendid OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers, "EMPERESS OF BRITAIN" and "EMPERESS OF IRELAND."

THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.
Route from HONGKONG VIA SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—

D. W. CRADDOCK,

GENERAL TRAFFIC AGENT, Corner Pedder Street and Praya

SHIPPING

ARRIVALS.

ANNU, British str., 17th September—Canton.
ATROU, British str., 2,789, Saxby, 16th September—Java. 6th September, Sugar—Doddwell & Co.
BUYO MARU, Japanese str., 3,247, H. Nagano, 17th September—Moji 12th September, Coal.—Toyo Kisen Kaisha.
CHIYUEN, British str., 1,177, M. Ross, 16th September—Shanghai 13th September, General.—Chinese.
CHOWTAI, German str., 1,115, E. Gathemann, 16th September—Bangkok 6th September, Rice.—Butterfield & Swire.
HAIYANG, British str., 1,363, A. E. Hodgins, 17th September—Swatow 10th September, General.—Douglas, Laprak & Co.
KALAN, British str., 1,382, Davies, 16th September—Shanghai 13th September, General.—Butterfield & Swire.
KAMUKURA MARU, Japanese str., 3,798, T. Mori, 17th September—Moji 12th September, General.—Nippon Yusen Kaisha.
KWANGSE, British str., 17th September—Canton.
KWONGSANG, British str., 17th September—Canton.
LUETZOW, German str., 3,340, H. Textor, 17th September—Shanghai 14th September, General.—Melchers & Co.
RIONEN MARU, Japanese str., 2,797, Y. Yamaguchi, 17th September—Kiyon 14th September, Coal.—Doddwell & Co.
SCANDIA, German str., 4,506, Jochims, 17th September—Shanghai 14th September, General.—Hamburg-Amerika Linie.
SHIMOTO MARU, Japanese str., 2,478, Nemoto, 16th September—Moji 10th September, Coal.—Osaka Shosen Kaisha.
SHOBU MARU, Japanese str., 17th September—Canton.
ST. ALBANS, British str., 4,118, E. B. S. Baikie, R.N.R., 17th September—Kobe 13th September, General.—Gibb, Livingston & Co.
TAISHUN, Chinese str., 17th September—Canton.
TSENIAU, German str., 1,062, Heyenga, 17th September—Bangkok 6th September, Rice.—Butterfield & Swire.
QUANTA, German str., 1,146, H. Madsen, 16th September—Saigon 12th September, Rice.—Chinese.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
September 17th.

ATAKA MARU, Jap. str., for Chingwanho.
CHIYUEN, Chinese str., for Canton.
KALAN, British str., for Canton.
KWANGSE, British str., for Saigon.
MAUSANG, British str., for Sandakan.
SCANDIA, German str., for Hamburg.

DEPARTURES.

September 17th.

AFRICA, Austrian str., for Singapore.
BENARY, British str., for Nagasaki.
COBLENZ, German str., for Yokohama.
COQUET, British str., for Milke.
GLENALLOCH, British str., for Amoy.
GREGORY ARCAR, British str., for S'pore.
SUNGKANG, British str., for Haiphong.
KENRON MARU, Jap. str., for Wakamatsu.
KOTOHIRI MARU, Japanese str., for Moji.
KUEICHO, British str., for Chefoo.
KYODO MARU, Jap. str., for Newchwang.
NYANZA, British str., for London.
PANDAMA MARU, Japanese str., for S'hai.
PRUDENSH, British str., for Suifu.
TOSA MARU, Japanese str., for Yokohama.
WADA MARU, Japanese str., for Kobe.
WONGKOT, German str., for Singapore.

PASSENGERS.

ARRIVED.

Per Scandia, from Shanghai, Mr. Crofton.
Per St. Albans, from Kobe, etc., Mr. A. Burgoyne, M.P. and Mrs. Burgoyne.
Per Bujo Maru, from Moji, Mr. Albert Karner and Mr. W. R. Marion Sims.
Per Haiyang, from Swatow, Miss Dr. Bacon, Mr. and Mrs. Rumford, Messrs. Brothers, G. G. Wood and Bevan.

EXPECTED.

Per Kamo Maru, from London, August 16th.—Mr. H. L. Russell, Mr. and Mrs. Williams, Master F. Williams, Mr. Beard, Miss Thacker, Mrs. A. B. Combe, Miss D. Combe, Master R. Combe, Mr. and Mrs. F. Chapman, Master D. G. Chapman, Mr. A. F. Chapman, Mr. P. Manners, Miss Maitland, Mrs. H. Baleah, Master J. H. Baleah, Master C. T. Baleah, Master R. M. Baleah, Mr. and Mrs. L. A. Chell, Mrs. A. H. Hilton Johnson, Master B. Hilton Johnson, Mr. and Mrs. S. W. Wolfe, Master N. Wolfe, Miss D. Wolfe, Mr. and Mrs. Hunter and child, Miss C. A. Cowan, Rev. W. H. Smart, Mr. Schellenburg, Mr. and Mrs. A. Seth, Miss G. C. Squire, Mr. K. Ohta, Mr. F. Elomfield, Mr. F. Painter, Mr. Saito, Mr. L. Nagai, Mr. G. F. Aquino and Mrs. F. Ishii.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

↑ SHANGHAI	"WINGSANG"	Saturday, 20th Sept., D'light.
↑ SHANGHAI	"MAUSANG"	Saturday, 20th Sept., 2 P.M.
↑ MANILA	"YUENSANG"	Saturday, 20th Sept., 2 P.M.
↑ SHANGHAI	"CHOYSANG"	Tuesday, 23rd Sept., Noon.
↑ SHANGHAI	"NAMSANG"	Friday, 26th Sept., Noon.
↑ SHANGHAI, KOBE and MOJI	"LOONGSANG"	Saturday, 27th Sept., 2 P.M.
↑ MANILA	"FOOKSANG"	Tuesday, 30th Sept., 2 P.M.
↑ SINGAPORE, PENANG & CALUTTA		

RETURNTOURS TO JAPAN

BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

EASTWARD.

S.S. "JELUNGA" 5,206 tons, Captain J. R. O. Sullivan, will be despatched for YOKOHAMA, KOBE and MOJI on 21st September.
S.S. "JAPAN" 6,013 tons, Captain C. P. Sidden, will be despatched to SHANGHAI, KOBE and MOJI on 25th September.

WESTWARD.

S.S. "DILWARA" 5,328 tons, Captain G. N. Ramage, R.N.R., will be despatched as above on 23rd September.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.
For Freight or passage, apply to

DAVID SASSOON & CO., LTD.
HONGKONG, 15th September, 1913. AGENTS.

PACIFIC MAILS.S.C.

THE AMERICAN LINE TO SAN FRANCISCO.

MONGOLIA 27,000 tons, twin screws.	COMFORT.	FROM HONGKONG calling at SHANGHAI, NAGASAKI.
MANCHURIA 27,000 tons, twin screws.		KOBE (via Inland Sea).
KOREA 18,000 tons, twin screws.	SAFETY.	YOKOHAMA and HONO-
SIBERIA 13,000 tons, twin screws.		LULU (the Paradise of the
NILE ... 11,000 tons.		Pacific) through Service via
CHINA ... 10,200 tons.	SPEED.	NEW YORK to Europe.
PERIA ... 9,000 tons.		

SOME FEATURES OF SERVICE.

ELECTRIC FANS, SWIMMING TANK, ORCHESTRA, AMUSEMENTS,
WIRELESS TELEGRAPHY, SUBMARINE SIGNAL SERVICE, AND BILGE
KEELS. CUISINE UNDER PERSONAL SUPERVISION OF MR. V.
MORONI, ONE OF THE WORLD'S MOST FAMOUS CATERERS.

THE COST:—By this route to London with its unrivalled opportunities is £71-10-0, for a return ticket £120. To San Francisco via Japan and Honolulu the cost is £45. By the INTERMEDIATE SERVICE First Class accommodations are provided for £65 to London (return ticket £109) and to San Francisco £30. SPECIAL RATES to Army and Navy Officers, Diplomats, Consular and Civil Service, on application.

STEAMERS	Tons	Sailing
KOREA	18,000	SATURDAY, 20th Sept., at 1 p.m.
SIBERIA	18,000	SATURDAY, 4th Oct., at 1 p.m.
CHINA	10,200	TUESDAY, 14th Oct., at Noon.
MANCHURIA	27,000	TUESDAY, 21st Oct., at 1 p.m.
NILE	11,000	TUESDAY, 28th Oct., at 9:45 a.m.
MONGOLIA	27,000	SATURDAY, 8th Nov., at 1 p.m.
PERIA	9,000	TUESDAY, 25th Nov., at Noon.
KOREA	18,000	TUESDAY, 9th Dec., at 1 p.m.

INTERMEDIATE STEAMERS.
Passengers holding through Tickets have the privilege of travelling by Train between
Kobe and Yokohama Free of Charge.

HONGKONG—MANILA SERVICE.

FROM HONGKONG.	ARRIVE MANILA.	FROM MANILA.	DEPART HONGKONG.
14th Oct. ... CHINA ... 16th Oct.	24th Sept. ... SIBERIA ... 25th Sept.		
28th Oct. ... NILE ... 30th Oct.	2nd Oct. ... CHINA ... 4th Oct.		
25th Nov. ... PERIA ... 27th Nov.	9th Oct. ... MANCHURIA ... 11th Oct.		
30th Dec. ... CHINA ... 1st Jan.	18th Oct. ... NILE ... 20th Oct.		
10th Jan. ... NILE ... 12th Jan.	30th Oct. ... MONGOLIA ... 1st Nov.		

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).
R. C. MORTON, AGENT.
Panama-Pacific International Exposition—San Francisco—1915.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE,
VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN,
VIA SHANGHAI.

FOR	STEAMER	TO SAIL.
SHANGHAI, KOBE AND YOKOHAMA	ARMAND BEHIC	On 21st Sept.
YOKOHAMA	Magellan	On 23rd Sept., at 1 p.m.

TRANSFERRING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS from £27.10 up to £71.10. 20 hours Railway from MARSEILLES to LONDON. Interpreters meet passengers at their arrival in Marseille.

For further particulars apply to
S. O. DE BUSSIERRE, ACTING AGENT,
QUEEN'S BUILDING.

SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).	DESTINATION	STEAMERS	TONS	DATE OF SAILING.
SHANGHAI, YOKOHAMA, "YEDDO"	7,200	On 19th Sept.
KORE and MOJI ... "PEKING"	6,500	On 28th Sept.
For Freight and Further Particulars, apply to	9,000	About 2nd Oct.

Telephone No. 171.
ARTHUR NILSSON & Co.,
YORK BUILDINGS, TOP FLOOR.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

FROM HONGKONG:	PROPOSED SAILINGS.	FROM COLOMBO:
27th Sept.	Connecting with "KATANGA"	12th Oct.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient indentment offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

For Rates and Further Information, apply to
THE BANK LINE, LIMITED,
MANAGING AGENTS.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. | CANTON TO HONGKONG.

THURSDAY, 18 SEPT., 1913.

8 a.m. HONAM. | 8 a.m. HEUNGSHAN.
10 p.m. FATSHAN. | 5 p.m. KINSHAN.

FRIDAY, 19 SEPT., 1913.

8 a.m. HEUNGSHAN. | 8 a.m. HONAM.
10 p.m. KINSHAN. | 5 p.m. FATSHAN.

A Telephone Service has been recently installed on the Canton Company's Steamers.
Day Steamers Call No. 776, Night Steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,651. | S.S. SUI AN, Tons 1,651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 12 p.m.

EXCURSION TO MACAO. SUNDAY, 21 SEPTEMBER, 1913.

The Company's Steamship
"HEUNGSHAN"
Will depart from the COMPANY'S CANTON STEAMERS' WHARF at 9 a.m. and return from
Macao at 4 p.m.
N.B.—There will be no sailings on Sunday from Macao at 7.30 a.m. and from
Hongkong at 12.30 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. HOI-SANG, 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD.,
AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAINAM, 588 tons, and S.S. NANNING, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUI. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier. [51]

SAN FRANCISCO
SCENIC ROUTE
TRANS-PACIFIC
TOYO KISEN KAISHA
TRANS-CONTINENTAL
WESTERN PACIFIC
DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed.
S.S. TENYO MARU ... 22,000 tons.
S.S. CHIYO MARU ... 22,000 tons.
S.S. SHINYO MARU ... 22,000 tons.

S.S. NIPPON MARU ... 11,000 tons. (Intermediate.)
S.S. HONGKONG MARU ... 11,000 tons. (Intermediate.)
THE QUICK AND COMFORTABLE WAY OF TRAVEL FROM JAPAN, CHINA, PHILIPPINES AND THE FAR EAST, VIA HONOLULU.
These Vessels present the Farthest Advance in the Science of Shipbuilding, being Equipped with every Modern Device for the Safety, Convenience, Comfort and Entertainment of Passengers, including Wireless Telegraph, Automatic Safety Devices, Electric Lights in every Berth, Electric Fans in every Stateroom, Brass Beds, Porcelain Bathrooms, Steam Laundry, Nursery and Playground for Children, Open Air Gymnasium, Moving Picture Shows, Swimming Tanks, Orchestral Concerts. Perfect Service—Unequaled Cuisine.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. Liners connect at San Francisco with the Palatial Trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE. Through Standard Sleepers. Through Tourists' Sleepers. Dining Cars—Observation Cars. Electric Lights—Electric Fans, Union Depots. New Lands, Cities and Scenes—Hundreds of Miles through the Gorgeous Scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado. Convenient connections at Chicago with Trains for New York (Transatlantic Steamers) and other Eastern points. When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

57] 75, MAIN STREET, YOKOHAMA, and KING'S BUILDING, HONGKONG

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.

Superior accommodation for 1st, and 2nd Class passengers, no surtax, no tips, no inside Cabins. Doctor Stewardesses, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), £50 1st, £36 2nd, £19 3rd Class.
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA) COLOMBO, ADEN, SUEZ AND PORT SAID.
S.S. "AUSTRIA", 14,000 tons, will leave as above about 1st October.
These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Surtax. Doctor, Stewardesses, Wireless Telegraphy.

RAILWAY FARES: Trieste-London. BY SIMPLON EXPRESS:
Via Venice, Milan, Simplon, Lausanne, Paris, Calais or Boulogne, Class I £31.11, II £26.1.6.

BY ST. GOTTHARD EXPRESS:
Via Venice, Milan, St. Gotthard, Lucerne, Bâle, Lyon, Calais or Boulogne, Class I £31.15, II £26.1.9.

BY SUMMER EXPRESS:
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £31.11, II £26.1.9.

BY TAVERN EXPRESS:
Via Munich, Cologne, Hook or Flushing, Class I £27.13.8, II £23.1.8.

TO SHANGHAI.
S.S. "KOEBER", 9,900 tons, will leave as above on 1st October, at 6 a.m.

FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.

TO KOBE VIA SHANGHAI, YOKOHAMA.
S.S. "PERIA", 12,500 tons, will leave as above about 27th September.

Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube also North & South America.

SANDER, WIELER & Co., Agents.
Hongkong, 8th September, 1913. [52]

PENINSULAR & ORIENTAL STEAMNAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1914.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Steamers	Leave	Leave	Connecting Steamer	Due at	Due at
YOKOHAMA	to	SHANGHAI	HONGKONG	from COLOMBO	MARSEILLES and LONDON	PLYMOUTH (London 1 day later)
p.m. Thurs.	Jan. 8	EGYPT	Jan. 13	MOOLTAN	Saturday	Friday
Jan. 22	Jan. 22	DEVANHA	Jan. 27	MOREA	Feb. 14	Feb. 20
Feb. 5	Feb. 5	CHINA	Feb. 10	MALOJA	Feb. 28	Mar. 6
Feb. 19	Feb. 19	ASSAYE	Feb. 24	MARMORA	Mar. 14	Mar. 20
Mar. 5	Mar. 5	INDIA	Mar. 10	MOLDAVIA	Mar. 28	Apr. 3
Mar. 19	Mar. 19	DEVANHA	Mar. 24	MEDINA	Apr. 11	Apr. 17
Apr. 2	Apr. 2	ARCADIA	Apr. 7	MONGOLIA	Apr. 25	May 1
Apr. 16	Apr. 16	DELTA	Apr. 21	MALWA	May 9	May 15
Apr. 30	Apr. 30	ASSAYE	May 5	MOOLTAN	May 23	May 29
					June 6	June 13

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows:—	LONDON
1st Saloon "A"	Accommodation Single £55. Return £97.
2nd Saloon "B"	" " " £44. " £86.
1st Saloon "A"	Accommodation Single £51. Return £91.
2nd Saloon "B"	" " " £42. " £83.
	MARSEILLES
1st Saloon "A"	Accommodation Single £51. Return £91.
2nd Saloon "B"	" " " £42. " £83.

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

STEAMERS.	Leave Y'RAMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at M'RSILLES	Due at LONDON
BORNEO	about Jan. 6	about Jan. 17	about Jan. 21	about Jan. 27	about Feb. 23	about Mar. 4
NANKIN	Jan. 29	Jan. 31	Feb. 4	Feb. 10	Mar. 9	Mar. 18
NEANZA	Feb. 3	Feb. 14	Feb. 18	Feb. 24	Mar. 23	Mar. 31
NORE	Feb. 17	Feb. 28	Mar. 4	Mar. 10	Apr. 6	Apr. 1
NILE	Mar. 3	Mar. 14	Mar. 18	Mar. 24	Apr. 21	Apr. 15
MALTA	Mar. 17	Mar. 28	Apr. 1	Apr. 7	May 5	May 14
SUMATRA	Mar. 31	Apr. 11	Apr. 15	Apr. 21	May 19	May 28
NUBIA	Apr. 14	Apr. 25	Apr. 29	May 6	June 3	June 12
NAMUR	Apr. 28	May 9	May 13	May 20	June 18	June 27

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.

FARES TO LONDON.

1st Saloon £50 Single	£75 Return.
2nd Saloon £35	£52
FARES TO "MARSEILLES":	
1st Saloon £46 Single	
2nd Saloon £33	

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.
THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.
For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTIN. ION.	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGA-	IYO MARU Capt. Hirao,	12,500	{ WED'DAY, 24th Sept., at Daylight.
PORE, PENANG, COLOMBO, SUEZ and PORT SAID	HIRANO MARU Capt. H. Fraser,	16,000	{ WED'DAY, 8th Oct., at D'light.
VICTORIA, B.C., and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA	SADO MARU Capt. Asakawa, YOKOHAMA MARU Capt. S. Wada,	12,500 12,500	{ TUESDAY, 23rd Sept., at 4 p.m. TUESDAY, 7th Oct., at Noon
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler, INABA MARU Capt. Tomioka,	9,500 12,500	{ WED'DAY, 24th Sept., at Noon. WED'DAY, 22nd Oct., at Noon.
CALCUTTA via SINGAPORE, PENANG & RANGOON	CEYLON MARU Capt. Noguichi,	12,000	{ MONDAY, 22nd September.
BOMBAY via SINGAPORE, and COLOMBO	KAMAKURA MARU Capt. T. Hori,	12,500	{ THURSDAY, 18th September.
KOBE and YOKOHAMA	KAMO MARU Capt. K. Kawara,	16,000	{ THURSDAY 25th Sept., at 11 a.m.
SHANGHAI, KOBE and YOKOHAMA	KANAGAWA MARU Capt. Maehida,	12,500	{ MONDAY, 29th September
NAGASAKI, KOBE & YOKOHAMA	INABA MARU Capt. Tomioka,	12,500	{ TUESDAY, 23rd Sept., at 5 p.m.
SHANGHAI, MOJI and KOBE	PENANG MARU Capt. Murazami,	12,000	{ SATURDAY, 27th September.

§ Fitted with New System of Wireless Telegraphy.

Cargo only.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.
Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA Return.	KOBE Return.	MOJI Return.	NAGASAKI Return.
1st Class ...	\$135	\$122	\$108	\$95
2nd " ...	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

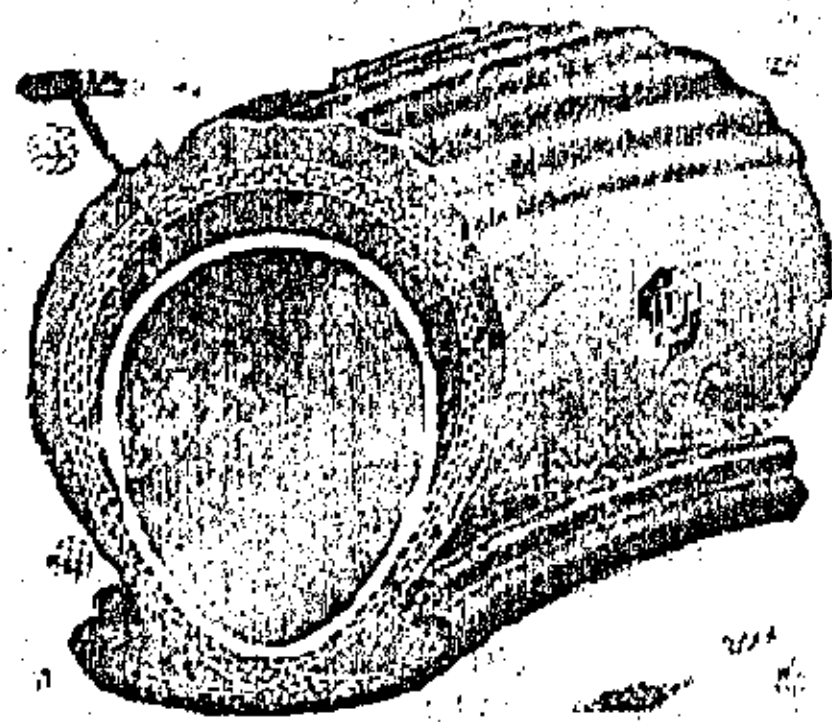
For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241

[11-12-1]

PETER'S UNION



the most durable and economical
PNEUMATIC

for
RICKSHAWS AND MOTOR CARS.

Representative for China:

HUGO C. A. FROMM.

Hongkong, 15th September, 1913.

LEONHARDI'S

INKS, GUMS, TYPEWRITER RIBBONS
ARE THE BEST!

**LEONHARDI'S
CARBON PAPER**
(PURPLE).

\$3.50 only Per Box of 100 Sheets.

RETAIL:
WING HING, STATIONER,
25, WELLINGTON STREET.

WHOLESALE:
HUGO C. A. FROMM,
20, DES VUEX ROAD CENTRAL, 1st Floor.

Hongkong, 15th September, 1913.

GRAETZIN WIRE LAMPS

BRIGHT

DURABLE

ECONOMICAL.

EHRICH & GRAETZ, BERLIN.
HUGO C. A. FROMM,
GENERAL AGENT.

Hongkong, 15th September, 1913.

POST OFFICE NOTICE.

The *Empress of India*, with the Canadian Mail, and Mails from London (via Siberia) of Wednesday, 27th, and Saturday, 30th ult., is due to arrive here to-day.

The United States Mail ex S.S. *Siberia* have been transferred to the *Magellan*, due here on Monday, the 22nd inst.

FOR	PER	DATE
Hohow, Haiphong, Saigon and Pakhoi	Sungkiang	Thursday, 18th, 8.00 A.M.
		Thursday, 18th, 8.30 A.M.
		Thursday, 18th, 9.00 A.M.
		Thursday, 18th, 10.00 A.M.
		Thursday, 18th, 11.00 A.M.
		Thursday, 18th, 11.15 P.M.
		Thursday, 18th, 3.00 P.M.
		Thursday, 18th, 3.30 P.M.
		Thursday, 18th, 4.00 P.M.
		Thursday, 18th, 5.00 P.M.
		Friday, 19th, 9.00 A.M.
		Friday, 19th, 10.00 A.M.
		Friday, 19th, 10.30 A.M.
		Friday, 19th, 11.00 A.M.
		Friday, 19th, 11.30 A.M.
		Friday, 19th, 12.00 P.M.
		Friday, 19th, 1.00 P.M.
		Friday, 19th, 1.30 P.M.
		Friday, 19th, 2.00 P.M.
		Friday, 19th, 2.30 P.M.
		Friday, 19th, 3.00 P.M.
		Friday, 19th, 3.30 P.M.
		Friday, 19th, 4.00 P.M.
		Friday, 19th, 4.30 P.M.
		Friday, 19th, 5.00 P.M.
		Friday, 19th, 5.30 P.M.
		Friday, 19th, 6.00 P.M.
		Friday, 19th, 6.30 P.M.
		Friday, 19th, 7.00 P.M.
		Friday, 19th, 7.30 P.M.
		Friday, 19th, 8.00 P.M.
		Friday, 19th, 8.30 P.M.
		Friday, 19th, 9.00 P.M.
		Friday, 19th, 9.30 P.M.
		Friday, 19th, 10.00 P.M.
		Friday, 19th, 10.30 P.M.
		Friday, 19th, 11.00 P.M.
		Friday, 19th, 11.30 P.M.
		Friday, 19th, 12.00 A.M.
		Friday, 19th, 12.30 A.M.
		Friday, 19th, 1.00 A.M.
		Friday, 19th, 1.30 A.M.
		Friday, 19th, 2.00 A.M.
		Friday, 19th, 2.30 A.M.
		Friday, 19th, 3.00 A.M.
		Friday, 19th, 3.30 A.M.
		Friday, 19th, 4.00 A.M.
		Friday, 19th, 4.30 A.M.
		Friday, 19th, 5.00 A.M.
		Friday, 19th, 5.30 A.M.
		Friday, 19th, 6.00 A.M.
		Friday, 19th, 6.30 A.M.
		Friday, 19th, 7.00 A.M.
		Friday, 19th, 7.30 A.M.
		Friday, 19th, 8.00 A.M.
		Friday, 19th, 8.30 A.M.
		Friday, 19th, 9.00 A.M.
		Friday, 19th, 9.30 A.M.
		Friday, 19th, 10.00 A.M.
		Friday, 19th, 10.30 A.M.
		Friday, 19th, 11.00 A.M.
		Friday, 19th, 11.30 A.M.
		Friday, 19th, 12.00 P.M.
		Friday, 19th, 12.30 P.M.
		Friday, 19th, 1.00 P.M.
		Friday, 19th, 1.30 P.M.
		Friday, 19th, 2.00 P.M.
		Friday, 19th, 2.30 P.M.
		Friday, 19th, 3.00 P.M.
		Friday, 19th, 3.30 P.M.
		Friday, 19th, 4.00 P.M.
		Friday, 19th, 4.30 P.M.
		Friday, 19th, 5.00 P.M.
		Friday, 19th, 5.30 P.M.
		Friday, 19th, 6.00 P.M.
		Friday, 19th, 6.30 P.M.
		Friday, 19th, 7.00 P.M.
		Friday, 19th, 7.30 P.M.
		Friday, 19th, 8.00 P.M.
		Friday, 19th, 8.30 P.M.
		Friday, 19th, 9.00 P.M.
		Friday, 19th, 9.30 P.M.
		Friday, 19th, 10.00 P.M.
		Friday, 19th, 10.30 P.M.
		Friday, 19th, 11.00 P.M.
		Friday, 19th, 11.30 P.M.
		Friday, 19th, 12.00 A.M.
		Friday, 19th, 12.30 A.M.
		Friday, 19th, 1.00 A.M.
		Friday, 19th, 1.30 A.M.
		Friday, 19th, 2.00 A.M.
		Friday, 19th, 2.30 A.M.
		Friday, 19th, 3.00 A.M.
		Friday, 19th, 3.30 A.M.
		Friday, 19th, 4.00 A.M.
		Friday, 19th, 4.30 A.M.
		Friday, 19th, 5.00 A.M.
		Friday, 19th, 5.30 A.M.
		Friday, 19th, 6.00 A.M.
		Friday, 19th, 6.30 A.M.
		Friday, 19th, 7.00 A.M.
		Friday, 19th, 7.30 A.M.
		Friday, 19th, 8.00 A.M.
		Friday, 19th, 8.30 A.M.
		Friday, 19th, 9.00 A.M.
		Friday, 19th, 9.30 A.M.
		Friday, 19th, 10.00 A.M.
		Friday, 19th, 10.30 A.M.
		Friday, 19th, 11.00 A.M.
		Friday, 19th, 11.30 A.M.
		Friday, 19th, 12.00 P.M.
		Friday, 19th, 12.30 P.M.
		Friday, 19th, 1.00 P.M.
		Friday, 19th, 1.30 P.M.
		Friday, 19th, 2.00 P.M.
		Friday, 19th, 2.30 P.M.
		Friday, 19th, 3.00 P.M.
		Friday, 19th, 3.30 P.M.
		Friday, 19th, 4.00 P.M.
		Friday, 19th, 4.30 P.M.
		Friday, 19th, 5.00 P.M.
		Friday, 19th, 5.30 P.M.
		Friday, 19th, 6.00 P.M.
		Friday, 19th, 6.30 P.M.
		Friday, 19th, 7.00 P.M.
		Friday, 19th, 7.30 P.M.
		Friday, 19th, 8.00 P.M.
		Friday, 19th, 8.30 P.M.
		Friday, 19th, 9.00 P.M.
		Friday, 19th, 9.30 P.M.
		Friday, 19th, 10.00 P.M.
		Friday, 19th, 10.30 P.M.
		Friday, 19th, 11.00 P.M.
		Friday, 19th, 11.30 P.M.
		Friday, 19th, 12.00 A.M.
		Friday, 19th, 12.30 A.M.
		Friday, 19th, 1.00 A.M.
		Friday, 19th, 1.30 A.M.
		Friday, 19th, 2.00 A.M.
		Friday, 19th, 2.30 A.M.
		Friday, 19th, 3.00 A.M.
		Friday, 19th, 3.30 A.M.
		Friday, 19th, 4.00 A.M.
		Friday, 19th, 4.30 A.M.
		Friday, 19th, 5.00 A.M.
		Friday, 19th, 5.30 A.M.
		Friday, 19th, 6.00 A.M.
		Friday, 19th, 6.30 A.M.
		Friday, 19th, 7.00 A.M.
		Friday, 19th, 7.30 A.M.
		Friday, 19th, 8.00 A.M.
		Friday, 19th, 8.30 A.M.
		Friday, 19th, 9.00 A.M.
		Friday, 19th, 9.30 A.M.
		Friday, 19th, 10.00 A.M.
		Friday, 19th, 10.30 A.M.
		Friday, 19th, 11.00 A.M.
		Friday, 19th, 11.30 A.M.
		Friday, 19th, 12.00 P.M.
		Friday, 19th, 12.30 P.M.
		Friday, 19th, 1.00 P.M.
		Friday, 19th, 1.30 P.M.
		Friday, 19th, 2.00 P.M.
		Friday, 19th, 2.30 P.M.
		Friday, 19th, 3.00 P.M.
		Friday, 19th, 3.30 P.M.
		Friday, 19th, 4.00 P.M.
		Friday, 19th, 4.30 P.M.
		Friday, 19th, 5.00 P.M.
		Friday, 19th, 5.30 P.M.
		Friday, 19th, 6.00 P.M.
		Friday, 19th, 6.30 P.M.
		Friday, 19th, 7.00 P.M.
		Friday, 19th, 7.30 P.M.
		Friday, 19th, 8.00 P.M.
		Friday, 19th, 8.30 P.M.
		Friday, 19th, 9.00 P.M.
		Friday, 19th, 9.30 P.M.
		Friday, 19th, 10.00 P.M.
		Friday, 19th, 10.30 P.M.
		Friday, 19th, 11.00 P.M.
		Friday, 19th, 11.30 P.M.
		Friday, 19th, 12.00 A.M.
		Friday, 19th, 12.30 A.M.
		Friday, 19th, 1.00 A.M.
		Friday, 19th, 1.30 A.M.
		Friday, 19th, 2.00 A.M.
		Friday, 19th, 2.30 A.M.
		Friday, 19th, 3.00 A.M.
		Friday, 19th, 3.30 A.M.
		Friday, 19th, 4.00 A.M.
		Friday, 19th, 4.30 A.M.
		Friday, 19th, 5.00 A.M.
		Friday, 19th, 5.30 A.M.
		Friday, 19th, 6.00 A.M.
		Friday, 19th, 6.30 A.M.
		Friday, 19th, 7.00 A.M.
		Friday, 19th, 7.30 A.M.
		Friday, 19th, 8.00 A.M.
		Friday, 19th, 8.30 A.M.
		Friday, 19th, 9.00 A.M.
		Friday, 19th, 9.30 A.M.
		Friday, 19th, 10.00 A.M.
		Friday, 19th, 10.30 A.M.
		Friday, 19th, 11.00 A.M.
		Friday, 19th, 11.30 A.M.
		Friday, 19th, 12.00 P.M.
		Friday, 19th, 12.30 P.M.
		Friday, 19th, 1.00 P.M.
		Friday, 19th, 1.30 P.M.
		Friday, 19th, 2.00 P.M.
		Friday, 19th, 2.30 P.M.
		Friday, 19th, 3.00 P.M.
		Friday, 19th, 3.30 P.M.
		Friday, 19th, 4.00 P.M.
		Friday, 19th, 4.30 P.M.
		Friday, 19th, 5.00 P.M.
		Friday, 19th, 5.30 P.M.
		Friday, 19th, 6.00 P.M.
		Friday, 19th, 6.30 P.M.
		Friday, 19th, 7.00 P.M.
		Friday, 19th, 7.30 P.M.
		Friday, 19th, 8.00 P.M.
		Friday, 19th, 8.30 P.M.
		Friday, 19th, 9.00 P.M.
		Friday, 19th, 9.30 P.M.
		Friday, 19th, 10.00 P.M.
		Friday, 19th, 10.30 P.M.
		Friday, 19th, 11.00 P.M.
		Friday, 19th, 11.30 P.M.
		Friday, 19th, 12.00 A.M.
		Friday, 19th, 12.30 A.M.
		Friday, 19th, 1.00 A.M.
		Friday, 19th, 1.30 A.M.
		Friday, 19th, 2.00 A.M.
		Friday, 19th, 2.30 A.M.
		Friday, 19th, 3.00 A.M.
		Friday, 19th, 3.30 A.M.
		Friday, 19th, 4.00 A.M.
		Friday, 19th, 4.30 A.M.
		Friday, 19th, 5.00 A.M.
		Friday, 19th, 5.30 A.M.
		Friday, 19th, 6.00 A.M.
		Friday, 19th, 6.30 A.M.
		Friday, 19th, 7.00 A.M.
		Friday, 19th, 7.30 A.M.
		Friday, 19th, 8.00 A.M.
		Friday, 19th, 8.30 A.M.
		Friday, 19th, 9.00 A.M.
		Friday, 19th, 9.30 A.M.
		Friday, 19th, 10.00 A.M.
		Friday, 19th, 10.30 A.M.
		Friday, 19th, 11.00 A.M.
		Friday, 19th, 11.30 A.M.
		Friday, 19th, 12.00 P.M.
		Friday, 19th, 12.30 P.M.
		Friday, 19th, 1.00 P.M.
		Friday, 19th, 1.30 P.M.
		Friday, 19th, 2.00 P.M.
		Friday, 19th, 2.30 P.M.
		Friday, 19th, 3.00 P.M.
		Friday, 19th, 3.30 P.M.
		Friday, 19th, 4.00 P.M.
		Friday, 19th, 4.30 P.M.
		Friday, 19th, 5.00 P.M.
		Friday, 19th, 5.30 P.M.
		Friday, 19th, 6.00 P.M.
		Friday, 19th, 6.30 P.M.
		Friday, 19th, 7.00 P.M.
		Friday, 19th, 7.30 P.M.
		Friday, 19th, 8.00 P.M.
		Friday, 19th, 8.30 P.M.
		Friday, 19th, 9.00 P.M.
		Friday, 19th, 9.30 P.M.
		Friday, 19th, 10.00 P.M.
		Friday, 19th, 10.30 P.M.
		Friday, 19th, 11.00 P.M.
		Friday, 19th, 11.30 P.M.
		Friday, 19th, 12.00 A.M.
		Friday, 19th, 12.30 A.M.
		Friday, 19th, 1.00 A.M.
		Friday, 19th, 1.30 A.M.
		Friday, 19th, 2.00 A.M.
		Friday, 19th, 2.30 A.M.
		Friday, 19th, 3.00 A.M.
		Friday, 19th, 3.30 A.M.
		Friday, 19th, 4.00 A.M.
		Friday, 19th, 4.30 A.M.
		Friday, 19th, 5.00 A.M.
		Friday, 19th, 5.30 A.M.
		Friday, 19th, 6.00 A.M.
		Friday, 19th, 6.30 A.M.
		Friday, 19th, 7.00 A.M.
		Friday, 19th, 7.30 A.M.
		Friday, 19th, 8.00 A.M.
		Friday, 19th, 8.30 A.M.
		Friday, 19th, 9.00 A.M.
		Friday, 19th, 9.30 A.M.
		Friday, 19th, 10.00 A.M.
		Friday, 19th, 10.30 A.M.
		Friday, 19th, 11.00 A.M.
		Friday, 19th, 11.30 A.M.
		Friday, 19th, 12.00 P.M.
		Friday, 19th, 12.30 P.M.
		Friday, 19th, 1.00 P.M.
		Friday, 19th, 1.30 P.M.
		Friday, 19th, 2.00 P.M.
		Friday, 19th, 2.30 P.M.
		Friday, 19th, 3.00 P.M.
		Friday, 19th, 3.30 P.M.
		Friday, 19th, 4.00 P.M.
		Friday, 19th, 4.30 P.M.
		Friday, 19th, 5.00 P.M.
		Friday, 19th, 5.30 P.M.
		Friday, 19th, 6.00 P.M.
		Friday, 19th, 6.30 P.M.
		Friday, 19th, 7.00 P.M.
		Friday, 19th, 7.30 P.M.
		Friday, 19th, 8.00 P.M.
		Friday, 19th, 8.30 P.M.
		Friday, 19th, 9.00 P.M.
		Friday, 19th, 9.30 P.M.
		Friday, 19th, 10.00 P.M.
		Friday, 19th, 10.30 P.M.
		Friday, 19th, 11.00 P.M.
		Friday, 19th, 11.30 P.M.
		Friday, 19th, 12.00 A.M.
		Friday, 19th, 12.30 A.M.
		Friday, 19th, 1.00 A.M.
		Friday, 19th, 1.30 A.M.
		Friday, 19th, 2.00 A.M.
		Friday, 19th, 2.30 A.M.